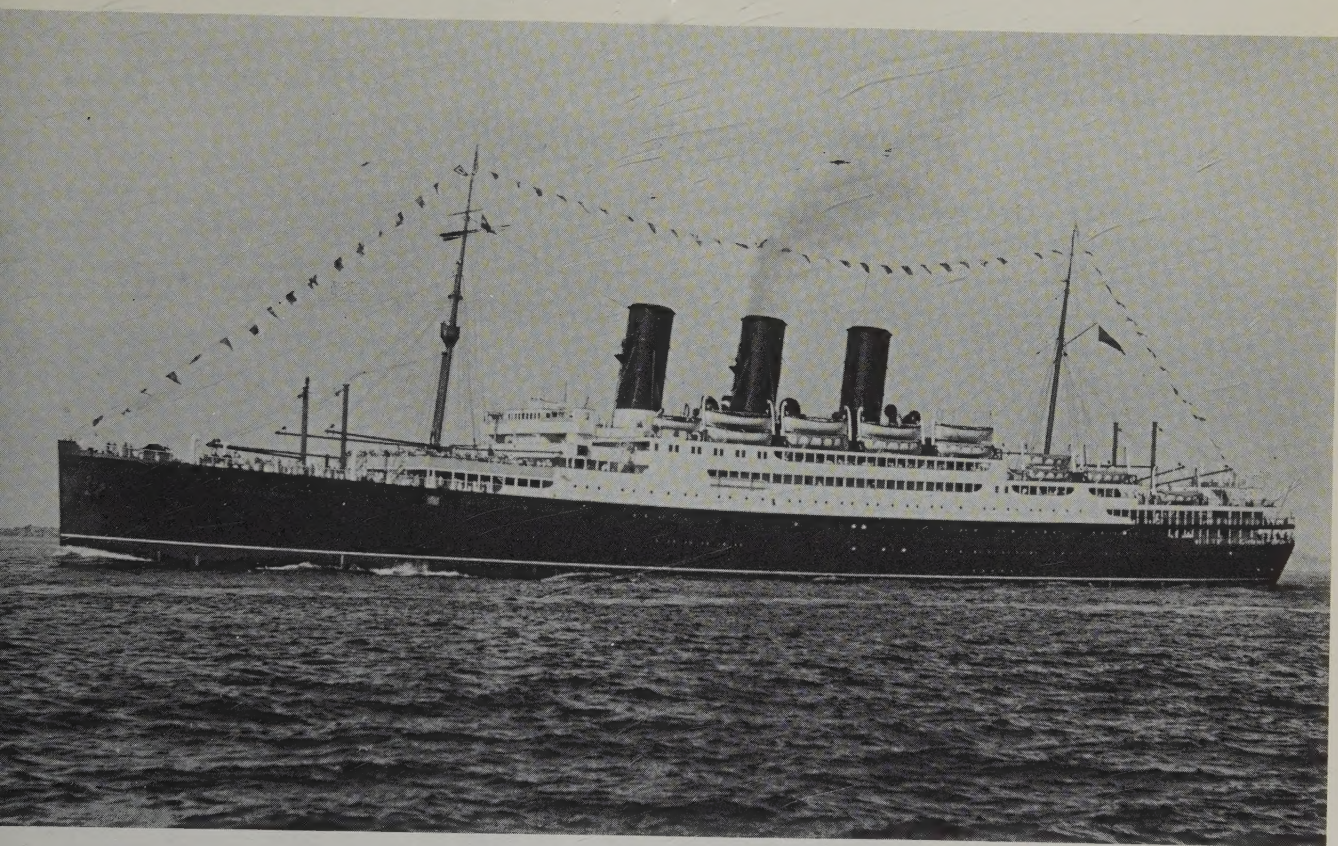


STEAMBOAT BILL

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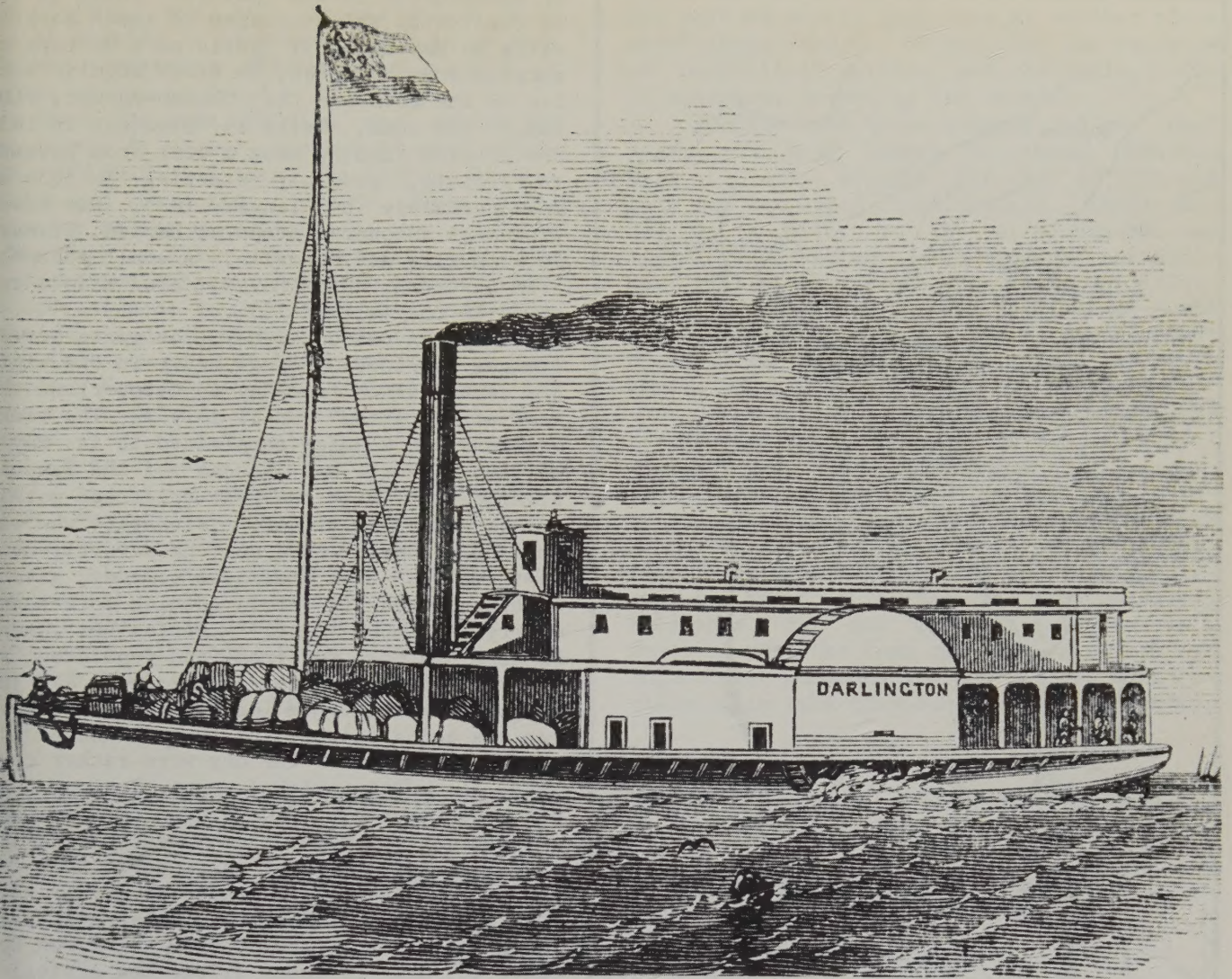
We have long felt that notes about the authors of articles should be carried in this journal. So, as of now, we commence that practice. We believe these notes will help the reader to identify more clearly those who take the time and effort to write for us.

As we have done frequently in the past, we remind you again that no publication can continue as a publication without something to publish. In order to do a proper job of editing and planning, tracking down elusive illustrations, and corresponding with authors, we need to have on hand a considerable supply of articles. The situation is not nearly as critical as it was a few months ago, but we are far from having the reservoir we would like to have. Only you can do something about that -- and the sooner you do it, the better!

When submitting articles, please double space whether you type your manuscript or write in longhand; send along all available illustrations with sufficient data for the preparation of captions. And don't forget to include a little information about yourself -- and a picture of yourself, too, if you wish.



Taken by Edward O. Clark on May 29 during the meeting at Detroit (see p. 51), this photograph shows COLUMBIA flying the Bob-Lo house flag, and the flags of the Great Lakes Maritime Institute and the SSHSA.



This is an artist's conception of DARLINGTON, showing her with the flag of the Confederacy flying on high. She was captured by the Federals at Fernandina in March 1862. -- Author's colln.

EARLY EAST COAST FLORIDA STEAMBOATING (1831 - 1861)

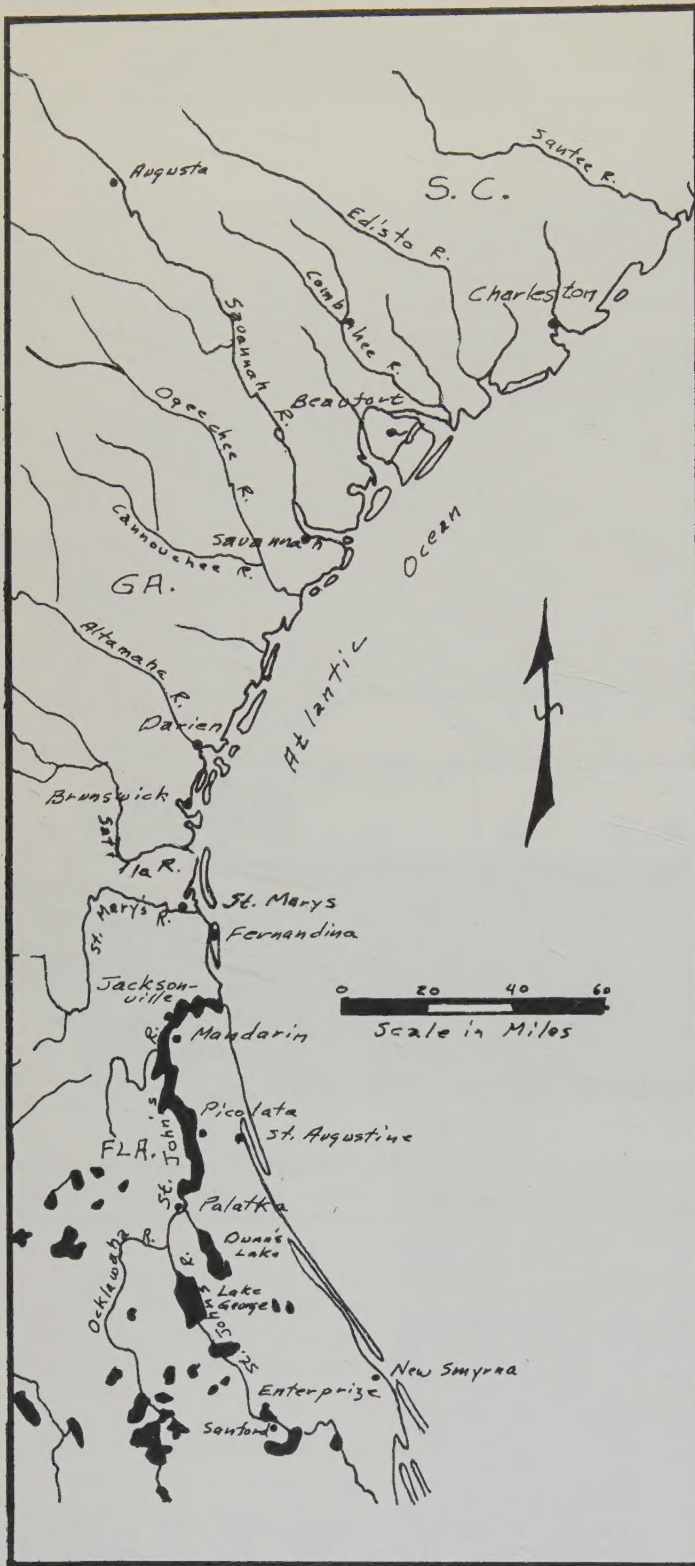
By Edward A. Mueller

Steamboats played a significant role in the early days of settlement and development in Florida, providing just about the only means of reaching the territory and bringing goods and people. Much of this was due to the peninsular shape of the state and the easy accessibility by water. In East Florida, the part we are concerned with in this narrative, settlements of consequence in the first half of the 19th century were the small communities of Fernandina, Jacksonville, Palatka, and St. Augustine. Palatka and Jacksonville were on the St. Johns River, while St. Augustine was on the Atlantic about 40 miles south of the mouth of the St. Johns, and Fernandina was the "entry" to the state for southbound

travelers.

The St. Johns in those days was an excellent navigable stream for the steamboats of the time for much of its length, except for its junction with the Atlantic, where the "bar"--a constantly shifting mass of sand under water--gave early navigators much grief. This restricted use of the river to vessels of light draft, since only about 6 to 8 feet of water was present during low tides on the bar.

Communication with, and passage to Florida initially originated at Savannah, where coastwise passengers and freight transferred from sailing or steam vessels to the small coastal steamships. Most of these craft in



wending their way to Florida, stayed close to the coast, traversing the general alignment of the present Intercoastal Waterway. Much of the passage was sheltered by islands and land groups on the seaward side and thus the craft that were able to cross the St. Johns bar did not have to venture into "open" water. There were good connections between Charleston and Savannah which tended to hold back continued direct service to Florida from Charleston.

Apparently the first steamboat to visit Florida's east coast was GEORGE WASHINGTON,

an adventurous 86-ton paddler built in 1827 at Charleston, which managed to reach Jacksonville on May 19, 1831 while on a 34-hour excursion from Savannah. The first regular service to the area was the "Steam Packet, FLORIDA," 144 tons, built in Savannah in 1834. She started running once a week from Savannah to Picolata, possibly starting in 1834 and most certainly by January 1835. Her advertisements announced stops at Darien, St. Marys, Jacksonville and Mandarin. A small steamboat from Savannah, WASHINGTON, also made a trip or so in the fall of 1834.

FLORIDA ran until May (the passenger and freight business being heavy in the winter and rather slack from May to October) and then took a "vacation" until July 2. The weekly Jacksonville Courier complained in its May 22 edition, "What has become of the Savannah steamboat? With the best telescope nothing can be discerned of her. Strangers who wait feel we should take out the advertisement. Gentlemen of the steamboat company, give us something even if it is nothing more than a wherry or lumber 'flat.'" During her absence FLORIDA had been repaired and repainted, and made a fine reappearance. Someone had just forgotten to notify the local gentry that service was being stopped for two months.

Newspapers of the day were rather careless in keeping records on arrivals and departures, but they did this on occasion and when the spirit moved them, would also list the names and number of passengers. Some idea of the magnitude of the business may be gathered from a sample of those debarking at Jacksonville. Six arrived October 7, 27 on December 10, and December 31 saw the arrival of 19 railroad men, who were to survey for a railroad across the peninsula of Florida. As a harbinger of the future, five Army officers also crossed the gangplank on the 31st, bound for the Seminole Indian War.

About the first of 1836, the second Seminole Indian War (1835-1842) and its resulting logistical and transport problems stimulated the area's steamboat business. As an example in February, 1838, the US Treasury Department reported that 40 steamboats had been chartered since the commencement of hostilities in Florida. They were "...generally employed in the transportation of troops, military stores, provisions, horses, mules, Indians, etc." In addition to the chartered vessels, "...many others were used and paid freight for purposes similar."

Rates paid for chartering varied with the circumstances. FORESTER was chartered from December 31, 1836 to July 30, 1837 at \$3,500 per month; DOLPHIN in 1836 for \$4,000 per month, as was McLEAN in 1837. Many were chartered by the day at rates ranging from \$60 to \$450. Half a dozen were purchased by the government at \$11,000 to \$27,000 each.

FLORIDA, in 1836, kept on her regular "civilian" schedule for some time, but did

age to get in a few trips for the Army. In the fall of 1836, she had the misfortune to be wrecked at auction in Savannah, perhaps to satisfy her creditors. This was not uncommon in Florida steamboat days!

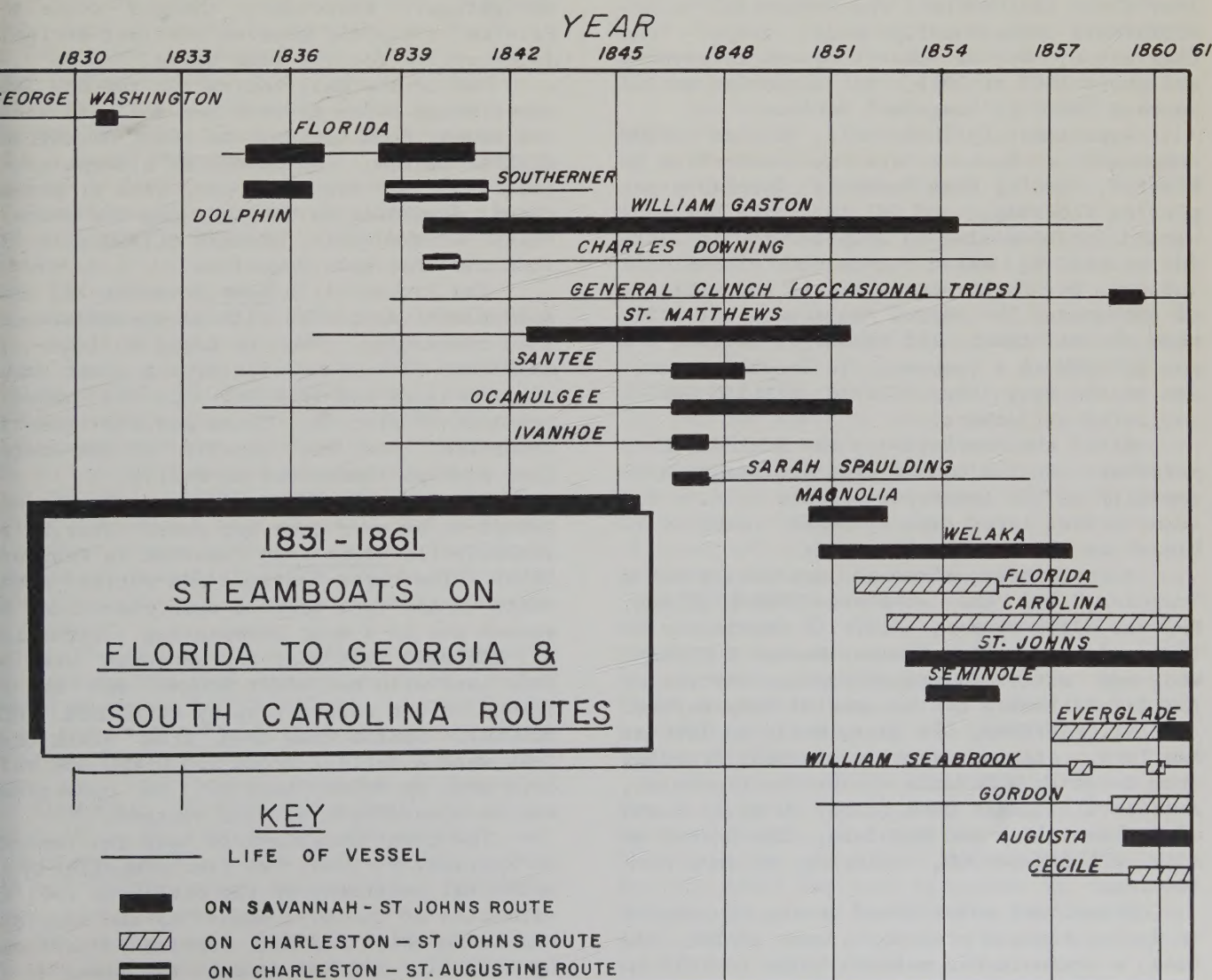
About the time FLORIDA was making her runs to the St. Johns, another pioneer steamboat, DOLPHIN, 133 tons, was linking St. Augustine and the world of the St. Johns to the remainder of the southeast. She was completed in New York in 1835 and her first trip from St. Augustine appeared to be in March, 1835. She made several trips on the St. Augustine, Savannah, and Charleston circuit, and it is known that she made at least one trip to Norfolk, Key West, and Havana. Some idea of the fares of the day can be ascertained from those charged by DOLPHIN on this trip, i.e. Charleston to Havana, \$40; Charleston to St. Augustine, \$15; St. Augustine to Key West, \$20; and St. Augustine to Havana, \$30.

On June 18, 1835, the Jacksonville Courier had this to say: "Steamboat DOLPHIN, Captain Pennoyer, on her last trip was 11 days out reaching Charleston from Norfolk. She encountered gales and was run aground several times by unskillful pilots. They directed her aside, repeatedly, from the main channels

which caused her to ground. At one place she lay aground nearly four days, at another place about three days." So much for the vagaries of "unskillful" pilots and the vicissitudes of steamboat travel in the 1830's.

DOLPHIN came to an unhappy end the next year, six days before Christmas. She had been on Army service for most of 1835 and this was her first civilian trip. While taking on a pilot at the St. Johns bar and starting her engines, she exploded her boiler, killing 15 persons including the pilot, mate, two engineers, two deck hands, and three stewards. This was the worst steamboat disaster in Florida waters before the Civil War in terms of lives lost.

Getting back to FLORIDA, she recommenced her Florida run in December of 1838, or perhaps before. (She was engaged in Army service during much of 1837). Her runs to Picolata on the St. Johns were alternated with a run outside on the Atlantic to St. Augustine. It should be pointed out that Picolata was a small settlement and Army headquarters post, but its main function was as a point of transfer from the St. Johns to St. Augustine. Coaches and conveyances were available to take travelers to St. Augustine,



a journey of about three hours in those days. FLORIDA continued on the St. Johns and St. Augustine route until late 1840, when she left to "run" to Augusta and other points in Georgia and South Carolina. She did return for a trip or two, however.

Steamboat fever hit St. Augustine about this time, largely generated by increased business as a result of the Seminole War. In the fall of 1839 an enterprising group of St. Augustine and Charleston merchants offered SOUTHERNER as a means of communing between St. Augustine and Charleston. SOUTHERNER, 178 tons, had been in Army service previously, and had been completed early in 1839 in Charleston, her home port. Rates were: \$15, "regular"; \$10, servants; and \$7.50 for children under 10. She made her first run in October, 1839. Later on in the year, CHARLES DOWNING was built in St. Augustine, finally being launched after repeated attempts on November 16. This was the first steamboat built in East Florida. (Lytle List has her built in 1842, 112 tons. The 1842 date appears to be in error; perhaps she was extensively rebuilt that year.)

CHARLES DOWNING was on the route for some time, but finally was chartered by the Army about 1841 and left the commercial trade. SOUTHERNER occasionally made trips from Charleston, but at less frequent intervals, and about 1842 or 1843, St. Augustine seemed to have lost its 'regular' service.

Approximately 1840-1841, WILLIAM GASTON commenced a more or less regular service to Florida, running from Savannah (probably replacing FLORIDA). Of 161 tons, she had been around for some time on Army service in Florida waters and was a transporter of Seminole Indians to their new homes in the vicinity of Arkansas. She served the area until 1854, when she was taken off passenger service and put to work as a towboat. In length of service on the run, the durable WILLIAM GASTON outlasted all others.

After the conclusion of the Seminole War, steamboat service to the area diminished with rapidity as the chartered vessels left. But some never left; their bones remained to bleach on the hot Florida sands.

A frequenter, although apparently not a "regular," of the area was GENERAL CLINCH. She was a 256 tonner, built in Charleston in 1839 and named after General Duncan L. Clinch, who was active in transportation circles of the day following his successful Army career.

ST. MATTHEWS, 174 tons, built in 1836 at New York, started service in 1843, running from Savannah to Palatka via Darien, Brunswick, Jacksonville, Black Creek (about 20 miles south of Jacksonville) and Picolata. She paired up with WILLIAM GASTON, offering twice-a-week service.

Occasional substitutes during off-seasons or during times of breakdown, were SANTEE, 170 tons, a Seminole War veteran built in 1835 in

Charleston; IVANHOE, 121 tons, built in 1839 at Savannah, and SARAH SPAULDING, a 55 tonner built at Jacksonville (Lytle List has her built in 1849, but there is no doubt that she ran in 1846) and rather small for the run. The US Mail was now carried on a twice-a-week contract basis to the St. Johns and Florida by ST. MATTHEWS originally, and then by OCAMULGEE, 264 tons. She was built in Charleston in 1836, had one deck, one mast, 135' x 26'. She had a round stern and a cabin in 1847.

In January, 1847, the Jacksonville News commented on the steamboat situation by saying, "ST. MATTHEWS left on Tuesday with 123 bales of sea island cotton, by far the most valuable cargo ever shipped in a week. Every boat that now leaves is loaded with sea island cotton, sugar, oranges, lemons, hides, and turpentine and we trust it will not be too long before the business of East Florida will require a daily boat to Savannah." So much for winter-time optimism in Florida!

It was also now more feasible to travel by steamboat up the St. Johns from Palatka to Enterprize (Lake Monroe), due to the efforts of SARAH SPAULDING, which ran on a once-a-week basis. The interior was becoming settled along the river, Enterprize being the head of normal navigation. Passengers changed vessels at Palatka, a rapidly growing town out-stripping Jacksonville for the time being.

Due to the mail contract, the St. Johns experienced twice-a-week service both winter and summer from Savannah in 1847. ST. MATTHEWS, WILLIAM GASTON, and OCAMULGEE alternated, usually making two runs per week or perhaps three, depending on business and the state of repair of the craft. GENERAL CLINCH also visited the area upon occasions.

The Jacksonville News, November 26, 1847, seemed well satisfied with the steamboat service, commenting, "We are happy to learn the mail line derives a profit from a great amount of passengers and freight. It is owned by resident of Florida. These men are exerting themselves for the benefit of the state." (And perhaps themselves as well!)

However, the honeymoon and "exertions" seemed to be over some two years later, for the Jacksonville Republican remarked in February, 1850: "The three 'antique and rotten' steamboats on the line between this place and Savannah are in a most interesting situation. ST. MATTHEWS left here for Savannah week before last with her shaft broken and was relieved on the return trip by OCKMULGEE (OCAMULGEE). GASTON came down from Black Creek last week a perfect wreck and OCKMULGEE which left here on Friday last is, we understand, run on a sand bank at 'the Sisters.'"

The rival Jacksonville News also remarked on February 9, 1850, "We feel compelled by the universal sentiment of the public to call the attention of the Government to the miserable manner in which the mail service is performed by this line. Not once in ten times do the

boats fulfil the ... schedule and so frequently do they become disabled that they have become a bye-word in the country ... the frequent breaking of the machinery proves the boats to be totally unfit for the service ... the route is a long and arduous one and a portion of it in the open ocean. It lies through a thinly settled country where the patronage gives but a slender compensation. To meet expenses three antiquated rotten boats are devoted to the public service which they fail to fulfil where two good ones would perform all that was necessary As things are now, we had better have no mails at all, rather than endanger the lives of the passengers or the property on the boats." Well, better days lay ahead.

In March, the News hopefully suggested that the new high pressure steamboat, HANCOCK (152 tons, built 1849, Freedom, Pennsylvania; first home port, Savannah), then running on the Savannah River and making a visit to the area, would run in competition with WILLIAM GASTON and her ilk, but the owners after surveying the situation, wisely decided to cease their efforts in this direction. However, HANCOCK did return to run on the St. Johns, Palatka to Enterprize, briefly before 1855.

A ray of hope to the distraught editors in the form of MAGNOLIA appeared on the horizon (or rather the river) in January, 1851. Built in New York in 1850, she was 260 tons, 140' x 24' 8" x 8' and very fast. In June she made the 750-mile round trip, Savannah to Palatka, in 43 "running" hours, for an average speed of 17.4 miles per hour and according to the Charleston Mercury was the "fastest steamboat in Southern waters." (This seems to be substantially correct; even some of the later boats did not do as well.)

Another newcomer in 1851 was WELAKA (256 tons; built 1851 at Savannah), which appeared in the early spring. In May, ST. MATTHEWS, WILLIAM GASTON, WELAKA, and MAGNOLIA were on the Savannah-St. Johns route, OCAMULGEE having been retired due to WELAKA and MAGNOLIA with an assist from old age and a Georgia sand bar. However, MAGNOLIA was off the run for much of the latter part of 1851 and when she did return it was to meet a tragic fate, as she exploded on January 12, 1852 in St. Simon's Sound (Georgia), killing 13 persons including her captain.

In the early part of 1852, Louis M. Coxetter, perhaps the most famous of the early coastal skippers and certainly a remarkable man by any standards, introduced direct service from Charleston to the St. Johns, eliminating the "middle-man" transfer at Savannah with FLORIDA. FLORIDA was a "big" 344 tons, 145' x 26' x 9', built in New York. Her builder was Samuel Sneden, who also built CALHOUN and GORDON, other successful southern steamers of the period.

The service was eminently successful and Coxetter followed up his success by introduc-

ing CAROLINA to the run, skippered by himself, in January of 1853, alternating trips with FLORIDA. CAROLINA was a bigger and better sidewheeler of 477 tons, built in Greenpoint, New York. CAROLINA was "modeled after Atlantic steamers," according to her owners, who also boasted that she was abandoning the "inside" route for the "outside" Atlantic passage. She was considered stout enough to stand the extra buffeting.

Business on the Charleston-St. Johns circuit seemed to be very good. A Charleston paper commented in February, 1853 that the "latest Florida boat landed 46 passengers, 52 negroes, as well as a number of mules, wagons, carriages, and the like. The receipts from each trip are over \$1,000."

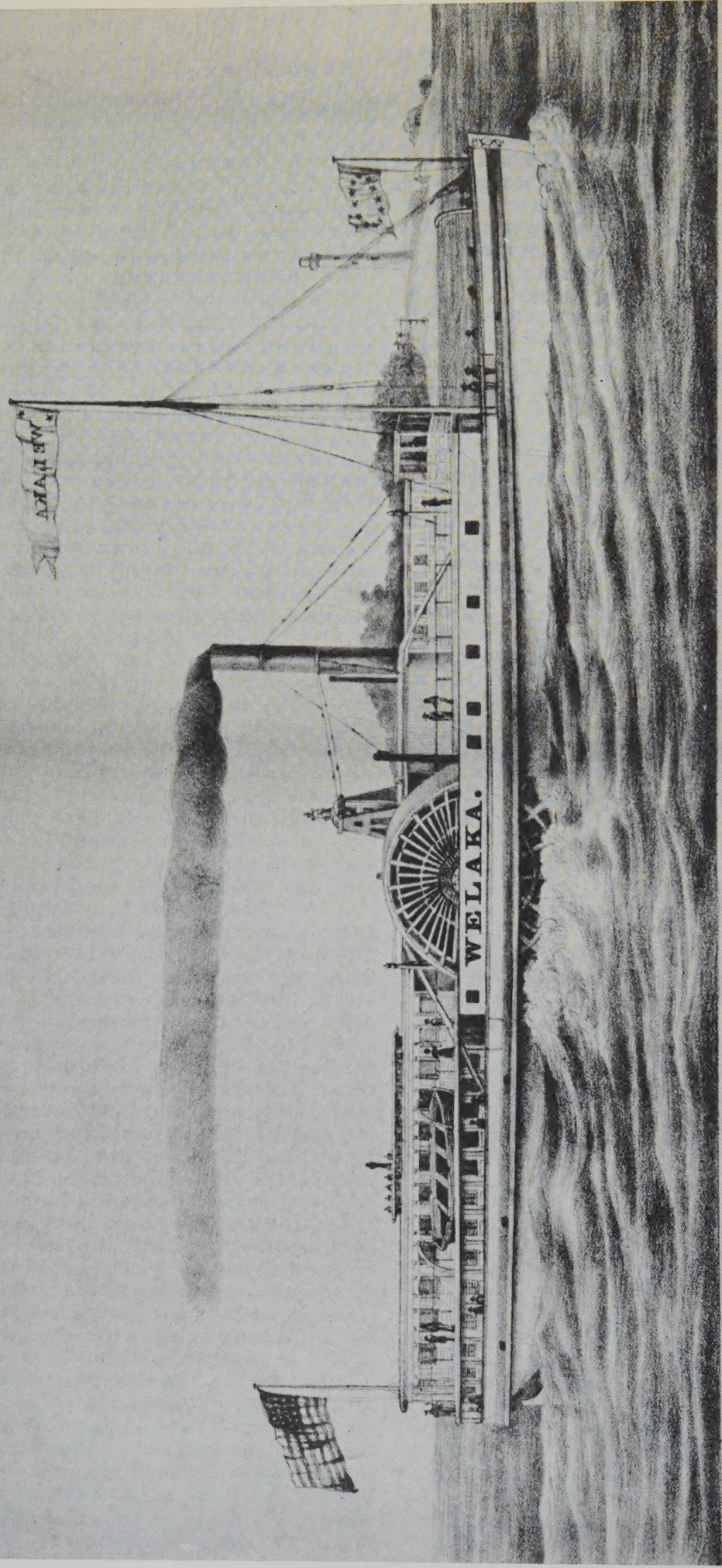
Due to the advancing age of WILLIAM GASTON and her probable lack of capacity, a replacement and an addition to the Savannah-Florida circuit were built to handle the increased business. Both were constructed in Savannah and the first, ST. JOHNS 11962, was built by H. F. Willink, Jr., who had learned his trade under Wm. Webb. She made her initial trip to the area in August, 1853, and was described as follows: 130' keel, 150' length on deck, 5½' rake forward, 26' width, 4½' draught, 8'4" depth of hold, 47' outside to outside of side wheels, 24' diameter of wheels, with 6' bucket length. She was around 355 tons, of 126 horsepower, and could carry 80 passengers.

The second of these craft, SEMINOLE, made her first trip in March, 1854. She was built by D. P. Landershine and her dimensions were almost identical to ST. JOHNS, 152½' x 26' x 9'; 319 tons. She had 160 horsepower.

In the winter of '54, CAROLINA and FLORIDA ran to Charleston; SEMINOLE, WELAKA, and ST. JOHNS to Savannah. WELAKA also ran on the St. Johns River from Palatka to Enterprize as did DARLINGTON, under Captain Jacob Brock, another redoubtable personage. DARLINGTON was a fugitive from the cotton-carrying trade on the Pee Dee River in South Carolina and started her Florida career in September '53, probably replacing SARAH SPAULDING. At least little more is heard about SARAH SPAULDING after this time. THORN was also advertised around this period as running on the St. Johns to Enterprize, but particulars seem to be lacking.

SEMINOLE came to an early and untimely end, December 20, 1855, in Jacksonville. She caught fire at her wharf and drifted to the other shore. Captain Coxetter in CAROLINA tried to assist, but having a deck load of hay, had helplessly to watch her burn to the waterline. No lives were lost.

WELAKA was the next victim of the December jinx, stranding on the infamous St. Johns bar December 2, 1857 with no loss of life. This left the service to Savannah quite short, but ST. MARYS had been procured to take SEMINOLE's place and in 1858 WILLIAM SEABROOK was added for a brief period, probably as a spare boat. ST. MARYS 18694 was the first iron-



Steamer **WELAKA** *Capt. V. King*

Entering the S. Johns River from Savannah.

CAPT. R. POSTELL, DEL.

RICHARD H. HOWELL, SAVANNAH, LITHOGRAPHER.

ON STONE BY F. CERVEAU

hulled craft in the trade. She was built in 1857 at Wilmington, Delaware, 337 tons, and was a sidewheeler like all the rest of the early Florida craft. WILLIAM SEABROOK was an ancient 227 tonner, built in 1831 at New York and serving out her old age.

Probably in 1857 or '58, FLORIDA was replaced on the Charleston route by EVERGLADE, Captain Coxetter, who had shifted from CAROLINA. EVERGLADE was 406 tons, built in 1856 at New York. She and CAROLINA were joined by GENERAL CLINCH for a few trips and then by GORDON, a former Charleston to Savannah steamer, 518 tons, built at New York in 1851.

The resulting keen competition eventually forced EVERGLADE under. Her competitors, with GORDON and CAROLINA, scheduled a steamer to run on the same day and also had the advantage of having the mail contract. EVERGLADE, subject to machinery breakdowns, was finally libelled and auctioned off in May, 1860 for \$39,900 in Jacksonville to satisfy her creditors. Coxetter shifted to AUGUSTA after the EVERGLADE debacle and plied the Savannah run. (AUGUSTA is described as a rather "new" vessel by the papers of the day, but only an 1838 vessel is given in Lytle that might be the same.) CECILE also made the Charleston run in 1860. She was iron-hulled, 360 tons, built in 1857 at Wilmington, Delaware, and previously operating out of Charleston on another route.

On the Savannah-St. Johns route, ST. JOHNS and ST. MARYS evidently had things their own way until AUGUSTA came upon the scene. She promptly made life interesting by price cutting, proudly advertising that the freight on cotton was 50¢ per bale, freight rates were one-third less than the competition and passenger fares were one to two dollars cheaper. EVERGLADE also was shifted to the Savannah run by her new owners in the summer of 1860.

Summing up, the beginning of 1860 saw GORDON, CAROLINA, CECILE, and perhaps WILLIAM SEABROOK as a spare boat, plying the Charleston-St. Johns circuit, while EVERGLADE, AUGUSTA, ST. MARYS, and ST. JOHNS were on the Savannah route. All of these craft except SEABROOK and possibly AUGUSTA, were in their prime and good years seemed to lie ahead.

However, the advent of the Civil War ended the coastwise service from and to Florida. Most of the steamers had interesting war careers. CECILE became a blockade runner in January of 1862 and ran out of Wilmington at first. On her 25th run she ripped her bottom out on a coral head near Abaco Light in the Bahamas. She and almost all of her cargo consisting in part of 2,000 rifles, 500 kegs of powder and eight cannon, was lost.

EVERGLADE became the Confederate Steamer SAVANNAH and later the CSS OCONEE and was used as a flagship by Tattnall in river and harbor defense, partially in the waters she frequented in happier days. She was captured in August, 1863 by the Yankees.

CAROLINA appears to be erroneously listed

by Lytle as later being the CSS GORDON and CSS THEODORA. It is most probable that she was the blockade runner KATE, which made 40 runs in the early days of the blockade and was finally wrecked at the entrance of the Cape Fear River in the fall of 1862.

GORDON, after a brief and successful career as a letter of marque, did a short stretch as a chartered harbor and coastal patrol boat. Confederate Commissioners Mason and Slidell had her chartered for \$10,000 for a single voyage to the West Indies, renamed her THEODORA and in October, 1861, made a successful run to Cuba on her. She made at least 17 successful blockade runs after a freighting run for the Confederate Army to nearby West Indian ports. She was finally captured.

DARLINGTON was captured at Fernandina in March, 1862 while attempting to flee and being prevented from doing so by a recalcitrant drawbridge. DARLINGTON was used by the Federals in waters of Florida, Georgia, and Carolina and helped to capture the yacht, AMERICA. After the War, Jacob Brock reclaimed DARLINGTON, ran her on the St. Johns along with several other vessels to Enterprize, where he built a famous hostelry renowned as the "Brock House."

The two Saints, ST. JOHNS and ST. MARYS, survived the war, but not without incident, and after hostilities ceased returned to their old voyaging pattern. ST. JOHNS was captured as a Confederate steamer in April, 1863 and in December of that year was renamed HELEN GETTY.

ST. MARYS was renamed NICK KING, after a famous Captain on the run, sometime before 1864 and did blockade running. In February, 1864, while loading cotton near Jacksonville, she was blocked in a creek off the St. Johns by the Federal gunboat NORWICH, and was sunk by her crew to prevent capture. However, she was raised and rebuilt as USS GENESEE. After the war she reverted to NICK KING in 1868 and her career was climaxed with singular honor in April, 1870 when she transported beloved General Robert E. Lee on a trip to the St. Johns a few months before his death.

So much for some of the early steamboat history of East Florida. In summing up, the Jacksonville Courier of October 8, 1835 puts it about as good as it can be expressed: "Steamer, FLORIDA arrived at our wharves last evening from Savannah on her way to Picolata. We are glad to see her gliding up and down our river. It seems to give life to everything. The merchant moves with quicker step, the planter looks around and hastens the preparation of his crop and dreams of other sections which send such streams of activity to enliven his prosaic life. Even the negro drone wonders at its noisy velocity and proceeds with new energy in the completion of his task. Individuals feel its influence, the community feels it, and the streams of life course their way with quicker pulsation through the veins of society."

(Continued on page 51)

GHOSTS IN VENICE

By Pen Cowardin

A number of former North American Coastal passenger steamers seem to have found their way to the Mediterranean to finish out their days. When I was in Italy a few years ago, I naturally kept an eye peeled for these vessels every time I was near a port. But, unless you can spend a good deal of time and money to that specific end, it is difficult to track them down, as they ply their various routes under several flags. On two different occasions at Naples, however, I was able to see ISTANBUL a COLOMBIA b MEXICO, Newport News-built in 1932 for the Colombian Steamship Company. She had a black hull and the funnel colors of the Turkish shipping company, Denizcilik Bankasi, T.A.O. My pictures of her, unfortunately, were among the costly casualties produced by a jammed film-winding mechanism.

Also in Naples, in the office of the same company, I saw a beautiful model of ANKARA a IROQUOIS b SOLACE. She was painted white and retained only the forward funnel, but she was still recognizable as the former Clyde-Mallory liner so familiar on the east coast during the 'thirties.

From drawings appearing on their schedule folders, I had suspected that some of the vessels operated by the Greek Typaldos Line were old American coasters. These ships made regular calls at Venice and Brindisi. So, when I had the occasion to spend a few days in Venice in the summer of 1956, I hoped to see at least one of them.

Actually I had the good fortune of seeing two. MEDITERRANEAN, the flagship, came in on a rainy afternoon. I watched her excitedly from the Piazzetta as she slipped past the island of San Giorgio Maggiore, bound for the passenger terminal on the Giudecca Canal. I was reasonably sure that she was a former Canadian Pacific or Canadian National steamer, but her appearance had been deceptively altered. She was, in fact, the former PRINCESS CHARLOTTE, built by Fairfield for Canadian Pa-

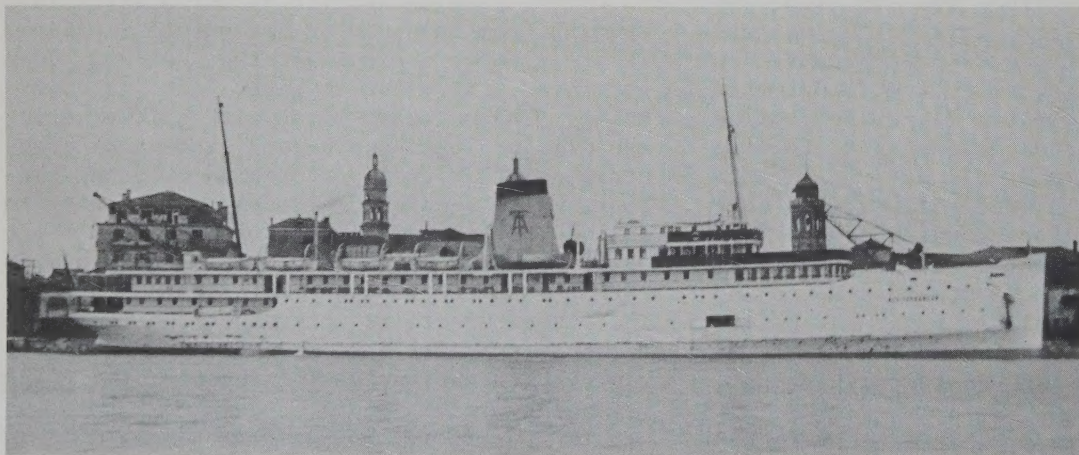
cific in 1908, and considerably rebuilt in 1949. The bridge structure had been drastically changed, although the old pilot house had apparently been retained. And it looked as if two of the original funnel uptakes had been combined in a single large new funnel of a peculiar shape.

The total effect of these alterations was not altogether happy, to my eyes at least. Still she looked very trim in her fresh white paint. The funnel was buff with a black top and the company device in blue. The latter seemed to be a combination of the Greek letters Tau, Pi, and Alpha.

Later that afternoon I took a "vaporetto" along the Giudecca Canal in order to photograph her as she lay at the dock. The results were not the best because of rain and the vibration of the boat. But the shot included here will at least show her revamped profile. That night, as I was returning from the Lido on a rumbling, malodorous diesel, MEDITERRANEAN passed us close aboard, outward bound. She slipped by, hurrying quietly, aglow with soft lights in the drizzle.

It was an even greater thrill to spot Typaldos' AEGEON tied up at the passenger dock on a fine sunny day. Close subsequent scrutiny of photographs of her and her running mate, ANGELICA, has revealed her as Canadian Pacific's old PRINCESS ALICE of 1911, and ANGELICA as PRINCESS ADELAIDE of 1910. Happily no one had tampered with her gracious lines. She was gleaming white down to her red boot-topping. A cloud of lazy smoke hung over her. She was due to sail at 8:00 o'clock the same evening.

Naturally I resolved to be on hand to watch her pass. Well before sailing time I went over to San Giorgio Maggiore, as the best point of vantage. It was blue-silver twilight, and the first lights were coming on. The island seemed deserted and strangely remote from the sparkling city across the lagoon. I sat on the edge of the little mole, with Pal-



* * *

MEDITERRANEAN,
from a photograph
taken by the
author under ad-
verse conditions
in the summer
of 1956.

* * *



AEGEON at Venice (top) and sailing from Venice, July 1, 1956.

-- Photos by author

radio's great church behind me, its white marble facade catching the last wan light and its graceful campanile pointing darkly at the sky. The water lapped quietly at the base of the old stone abutment, and other sounds seemed hushed.

I never heard AEGEON whistle, but she must have sailed on time, for, shortly after 8:00 o'clock, her smoke-plume appeared, moving slowly above the low skyline near the customs house. I followed it until she came into view, a distant indistinct shape with a few glinting lights. As I watched her draw closer, details still vague, but showing the distinctive lines of the American coaster despite her British origin, it was easy to forget the alien setting of the moment and be transported in imagination to Boston or Norfolk or some west coast port of half a century ago.

On she came, her lights growing brighter in the gathering dusk. She moved with silent grace, trailing filmy smoke that hung faintly brown against the last glow in the western sky. Only a few passengers were on deck. I could clearly see the silhouettes of the men on the open bridge above the pilot house. The emerald of her starboard running light danced in the water as she came abreast. She passed against the incongruous backdrop of the Doge's Palace, the dark spires, and the twinkling lights of the Riva degli Schiavoni.

I wished that I could prolong her passing. But she was making good time for those restricted waters and would not linger. A faint sound of her churning wake came back on the quiet air. Then her shape grew indistinct and her lights slowly faded. The lapping of the water against the old stones grew to a crescendo as her waves reached the island. Then that too subsided into the normal quiet sounds of the Venetian night.

* * *

ABOUT THE AUTHOR:

Pen Cowardin's full name is Samuel P. Cowardin III. He is an Assistant Professor of Fine Arts at Clark University in Worcester, Mass., and his general interest in ships goes back to his teens.

His principal focus is on coasters of the eastern seaboard from about 1900 until their regretted demise. He records ships photographically and also in oils and watercolors.

MASTHEAD CUT AND COVER PICTURES

The masthead cut on page 34 is of the Hudson River night boat DREW of the People's Line between New York and Albany. She should not be confused with DANIEL DREW, a day boat of the same period.

On the front cover is TRANSYLVANIA on July 22, 1934, while on the back cover is CAPE ANN, which for many years connected Gloucester and Boston. To the right in the latter view is the tugboat NELLIE.

All three of these items are from the

collection of R. Loren Graham, and the picture of TRANSYLVANIA was taken by him. Incidentally, Mr. Graham also took the back-cover view of FRANCE in the Spring issue, on March 21, 1931.

Inland Rivers

The ICC has been petitioned by the Missouri-Illinois Railroad Co., which seeks permission to abandon its car-ferry service at Ste. Genevieve, Mo. As an alternative, the railroad would route its cars an additional 157.4 miles via the bridge at Thebes, Ill. For this, trackage rights have to be secured from the St. Louis & San Francisco Ry. and the Missouri Pacific RR. The abandonment of the Ste. Genevieve service would end the need for STE. GENEVIEVE, a sidewheeler built in 1922. Her engines have 22-inch cylinders with 8 feet stroke, and her six boilers are coal-fired.

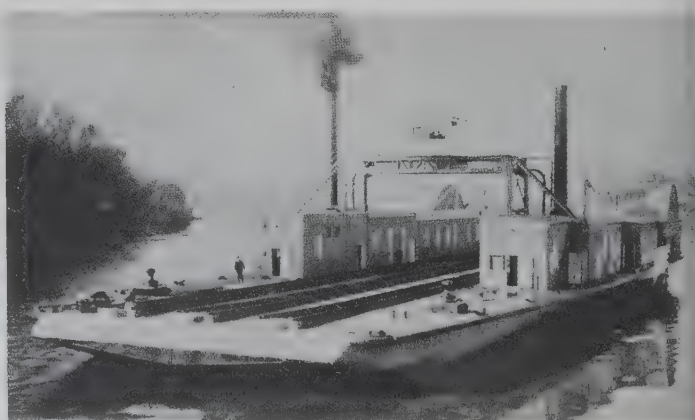
A large part of the shoreward wall of Wheeler Lock on the Tennessee River collapsed on June 2 into a cofferdammed work area where a new lock is being built. The accident took two lives and put the lock out of business for a considerable time.

Harry Cotterell, Jr., who made the Cincinnati-Pittsburgh cruise of DELTA QUEEN, reported under date of June 14,

"Capt. Paul Underwood, the regular master, has been summoned home because of the illness of his wife and so Capt. H. M. Carr is in charge. Capt. C. W. Stoll is aboard, posting-up as far as Ironton so he can renew his ticket. Also aboard is 86-year-old Capt. Jesse P. Hughes, working as one of the two trip pilots. I was up to the 'knowledge box' this morning and saw him sitting at the twin-tiller arms as erect as a man half his age. When he yanked on the whistle pull, the whole valley knew it.

"For the detail minded, we might add that two additional staterooms have been built in the area formerly occupied by the souvenir stand, which has been moved forward. And this morning a 'back-porch' roof (a metal awning) was erected over the calliope console.

"The Ohio right now is high, muddy and full of wheel inspectors."



STE. GENEVIEVE.

-- The Waterways Journal

ONEIDA LAKE AND RIVER

- Continued -

THE ONEIDA LAKE & RIVER STEAMBOAT CO. AND ITS ACTIVITIES

By J. Elet Milton

After the completion of the old Oneida Lake Canal from Higginsville on the Erie Canal to Wood Creek at the east end of Oneida Lake in 1835, traffic in a much greater volume began to flow through Oneida Lake and River than had heretofore passed during the limited use of the waterway. This had originally been made possible by the building of the Western Inland Lock Navigation Co. improvements, which were completed in 1796.

This company had made some improvements in the Mohawk River navigation, and had completed a canal at Rome to connect the Mohawk River and Wood Creek, whereby small boats could pass between the streams, but the facilities were very limited and the company ceased to function within a very few years.

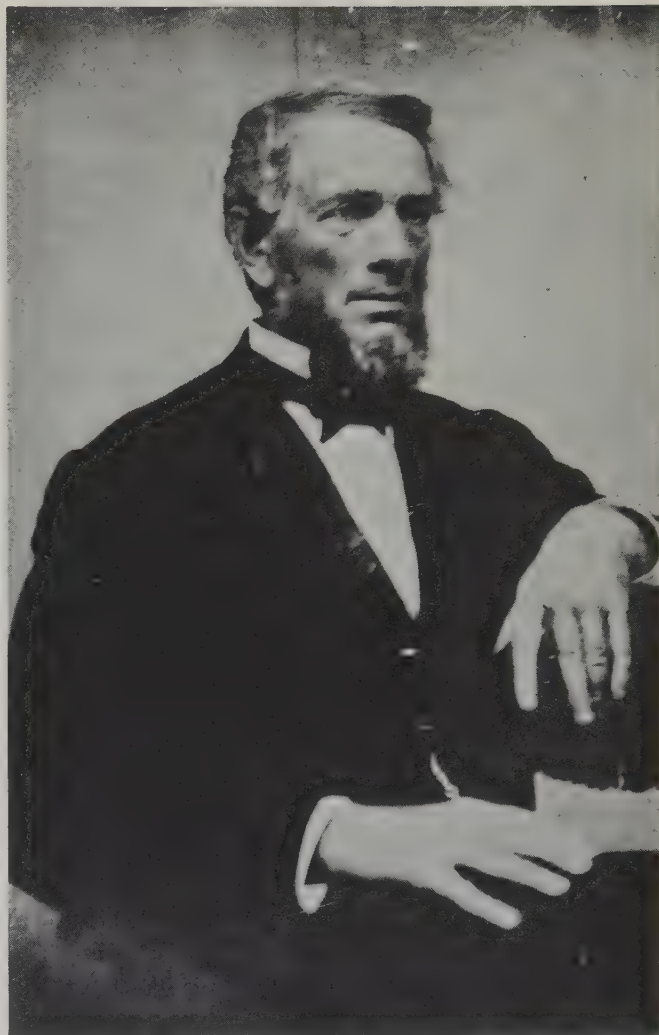
When agitation for the improvement of Oneida River increased, and before the building in 1840 of Oak Orchard lock, followed by that at Caughdenoy the next year, traffic began to pass in such amounts that those best informed felt that there was assurance that the State must heed the growing demand for improved navigation facilities.

Consequently a company was formed and organized April 2, 1838, known as The Oneida Lake & River Steamboat Co., composed of the following: George A. Hoyt of New York; Henry Fitzhugh and Dewitt C. Littlejohn of Oswego, N.Y. With a capital of \$10,000 and a charter limited to twenty years, this was the 18th charter company for the navigation of inland lakes in the state, and it was incorporated by a special act of the Legislature.

The company was re-incorporated April 12, 1842, with the following as directors: Henry Fitzhugh, Robert C. Kenyon, Henry W. Schroepel, Orsamus Johnson, Curtis R. Cable, Edward B. Judson, Daniel Pettibone, Cyrus Marble and Noah Wadham. These are believed to have composed the entire membership of the company.

It is evident from a study of the accounts of this company in later years that by purchase of stock from the other members of the company, George A. Hoyt of New York and Dewitt C. Littlejohn of Oswego became the sole owners of the stock and were thus the Company. It is also evident that at the time of the re-incorporation in 1842, the capital was raised to \$40,000, as the item "construction" in the accounts for 1856 is shown as that amount.

Before the entire completion of the Oneida River Improvement, the company authorized a committee, consisting of George A. Hoyt of New York, Dewitt C. Littlejohn and Henry Fitzhugh of Oswego, N. Y., to build four steamboats to



William Henry Carter.

-- Author's colln.

run on Oneida Lake and Oneida River and to tow canal boats to and from Fish Creek, at the head of Oneida Lake, to Three River Point on the Oswego Canal.

These boats were to be sidewheelers and were to be named after the four counties bordering the lake, i. e., ONEIDA, OSWEGO, ONONDAGA and MADISON. They were built at Brewerton, N.Y. and are more particularly described in the chapters devoted to them and their activities. OSWEGO and ONEIDA were launched in 1849, ONONDAGA in 1851 and MADISON in the fall of 1851.

As is more fully stated in another chapter, this waterway afforded many advantages over the route by way of Syracuse, in passing of canal boats from Oswego to the Hudson Riv-

er and return. The distance was much less; hence better time could be made by the boats between destinations. The tolls were lower by reason of the less distance traveled and the towing horses were given an opportunity to rest while passing through the lake and river, as the company provided horse-boats for the purpose of allowing the boatmen to place their extra teams aboard during the passage.

The agents of the Oneida Lake & River Steamboat Co. were Mr. Braisted in 1849, Henry Guest in 1850-51 and William H. Carter from 1852 to 1865.

The company did a heavy business for several years until the canal enlargement permitted the use of the larger boats through the Erie Canal than could be operated through the old Oneida Lake Canal. This proved disastrous to the company and resulted in a great decline in business in the latter part of the decade between 1850 and 1860. Because of this the directors decided to cease operations. ONEIDA was broken up in 1860, her machinery sold; ONONDAGA and MADISON were sold and taken to the Hudson River to become later FRANK CARTER and MADISON COUNTY, respectively.

The steamer OSWEGO and the other property of the company were sold to Wm. H. Carter, and the organization disbanded in 1865, leaving Mr. Carter the successor in the towing business on Oneida Lake and River.

The old steamboat company, besides their four steamboats, erected two commodious docks at Brewerton. The one on the north side had a roomy warehouse in which was always stored a goodly amount of merchandise in transit for the surrounding country, as the company did a large forwarding business. In this building was the office of the organization as long as the old company did business. After Mr. Carter became owner, he had his office for some years in the old Brewerton House on the south side of the river. The steamboats were laid up for the winter at the north dock and for many years it was the scene of great activity. A portion of the old warehouse is still standing as a part of a residence; another portion of it was razed. The materials went to Cicero to become a part of a building there. The old dock fell to pieces and, with the building of the Barge Canal, its few remaining piles were dredged out.

Another dock was built on the south side of the river, for the additional use of the steamers and the long tows of canal boats when it was necessary to use dockage. The piling of this dock was used for many years as the foundation for a private pier belonging to the adjacent hotel property.

When the office for steamboat business was in the Brewerton House, Mr. Carter brought there the steel safe of the old company, and when the hotel burned in 1868 this safe passed through the fire, falling from the second floor to the ground. It was recovered and,

when sufficiently cool, opened and its contents were found to be in perfect condition. The safe was preserved and used by Mr. Carter until his death in 1885. Many years later Mrs. Carter gave this safe to the writer, and it was used in the Milton office for several years. It was finally blown up by burglars and its remains went for junk. There is yet in the possession of the writer the iron cash-box from this old key-locked safe.

The steamboat company had four horse boats for transporting the extra teams of the canallers through the lake and river; a pile driver which was seldom idle; many acres of timber lands around the lake, and barns at Three River Point and Caughdenoy. At the latter place there was also kept a team for towing boats to and from the head of the side-cut above the lock.

A dry dock was also built by the company in the cove below the present railroad bridge. This was a pile affair with large pontoons, which, the water being pumped out, rose between the guiding piles. The buoyancy of the pontoons was used to careen or heel the vessel. This was used when the lesser repairs became necessary and to avoid the necessity of a complete haul-out.

In addition to these features, there was erected what was known as the "light Spile"--the old boatmen always used the word "spile" when referring to a pile. This stood about a half mile above the highway bridge on the lower end of what afterwards became known as Caroline Shoal, at the point where the boundary line between the Towns of West Monroe and Hastings, if extended south, would touch the shoal at the west end of Oneida Lake. This spot was approximately the beginning of Oneida River or where the current began to be apparent. It was built by driving four piles into the bed of the lake around a stone-filled crib. The piles were brought quite nearly together at the top, a few feet above the water, and here a platform carried a large whale-oil lantern within a glass-sided frame. The light was maintained by company employees during the navigation season. This light beacon was cut out by the ice in 1875, and when rebuilt the pile structure was replaced by a sort of A-frame, which stood for some years.

On what was known as Lighthouse Island out from Constantia, there was a type of tower on which a light was maintained by the company. The files of the company, a great many of which are in the possession of the writer, show that at least on one occasion some miscreant smashed the island light, arousing the indignation of the keeper, T. J. Dakin. On another occasion the light took fire and burned to the ground, and Mr. Dakin reported that "unless some evil-disposed devil had a hand in it, there must have been some defect in the fluid." But he agreed to maintain some sort of light until something could be done.

Another light tower was maintained by

the company at the mouth of Wood Creek at the east end of the lake. This was more generally called Fish Creek and always so by the Steamboat Co. employees--in fact, the printed matter of the company always had it Fish Creek. This light was kept by John Steigler, who like Mr. Dakin was very faithful in his work.

Both Lighthouse Island Light and the Fish Creek beacon towers were removed in the winter because of the danger from ice during the spring break-up. They would be repaired and painted, and replaced in the spring. At one time in the later years, the light at Fish Creek was displayed from a large butternut tree, which was still standing in 1885.

Incidentally, it may be of interest to learn that in the files of papers mentioned, are quantities of trip lists, showing the names and captains of the canal boats handled; bills for repairs, provisions, wood and a very interesting mass of correspondence relating to the activities of the company during those busy times.

The towing business of the company was large and remunerative for a number of years, with the years 1853-4 showing the greatest amount of tolls collected on the Oneida Lake Canal and Oneida River Improvement. In 1857, due to the increase of tolls charged by the State over this route and the enlargement of the Erie and Oswego Canals, which permitted canal boats of a greater size to navigate them than could be accommodated on the old Oneida Lake Canal, the business of towing began to decline very rapidly. The tolls in 1857 on the Oneida Lake Canal and the River Improvement were less than half of 1853-4.

The boats that could navigate the Oneida Lake Canal were restricted to a length of seventy-five feet, a beam of not over fourteen feet and a draught of three and one half feet; while on the Erie and Oswego Canals as enlarged--this enlargement being practically finished by 1860 -- the boats that could be accommodated were ninety-eight feet long, seventeen feet wide and with a draught of six feet.

The locks on the Oneida Lake Canal were of wood, and were badly in need of repairs in the latter part of the decade between 1850 and 1860, and after the latter date they were practically unusable. However, a few boats continued to manage to use them until 1861. In 1862 they were removed, and eventually a new Oneida Lake Canal was projected in an entirely new location. The new canal as built was not completed until many years later, and being more or less of a political farce, was abandoned after but two commercial boats passed through it. Its cost of nearly a half million dollars was wasted. It is interesting to learn that other factors entered into the decision to abandon this route and establish a new canal along a different right of way, than that the old canal was small and the locks of wood. Of course, the larger boats could not

pass through the old canal, but there were still plenty of the smaller craft which doubtless would have used it had it been kept in repair. Of the two other reasons for abandoning the old canal, the first was that it was nearly impossible, with means then available, to keep the sand-bar at the mouth of Wood or Fish Creek from blocking the channel at the entrance into the lake, where it was frequently necessary to lighten half the load of a canal boat to pass the bar. The other reason was the great difficulty in maintaining a tow path on the bank of the creek from the lake to the entrance to the canal. It was not always possible for the steamboats to take the tows into or out of the creek because of the sand bars, and delays were very frequent.

It had been demonstrated many times that by the use of the Oneida Lake Canal, Oneida Lake and the Oneida River Improvement, a boat in passing between New York and Oswego, could save as much as 48 hours over the time required by using the Erie and Oswego Canals by way of Syracuse; and the steamboat crews were urged most emphatically by the agents to use every endeavor to save all the time possible in getting the boats through the route, as only by a greater saving of time would the boats be routed this way.

Meantime the State officials were awakening to the fact that by routing boats over this waterway, the State was losing much money in the form of the lesser tolls paid by the boatmen in using the shorter haul.

When the old canal began to need major repairs, it was a matter of debate with the State officials whether or not the canal should be repaired, and the matter was not settled for several years. The old locks were removed in 1862, thus ending through navigation. But for the passage of the two commercial boats on the new Oneida Lake Canal in the 'seventies, no through waterway existed until the opening of the Barge Canal in 1917.

Upon the opening of steam navigation on Oneida Lake and River in the spring of 1850, two steamers of the Oneida Lake & River Steamboat Co. were available for use, and a third vessel was being built.

ONEIDA was placed on the lake run and OSWEGO on the river, with the former delivering her tow to the latter below the highway bridge at Brewerton. This practice continued during the first year of navigation.

A steamer's tow was generally made up of ten or more boats coming up the river, and twenty-five or more going down. The speed depended on the current. In the spring during high water the current was very strong in places, and while it aided materially in descending, it was a serious cause of delay in ascending the river. After the first year the river boats began to handle much longer tows than before the extra steamer was put into service. Large tows could be handled on the lake and the longest tow of canal boats



Above is a scale model of MANHATTAN a OSWEGO, built by the author and his father, T. M. Milton. And at the right is a close-up of a portion of it.

The awning over the after deck was rigged when the vessel was carrying passengers.

Note the open windows in the pilot house and compare the position of the crosshead with that of NEW YORK's in SB xvii:103.

-- Collection of the author.



ever recorded as passing through the drawbridge at Brewerton consisted of forty in "double header" form, i. e. two abreast, towed by ONEIDA. Here they were taken in tow by OSWEGO to be taken down the river on their way to Oswego.

In the fall of 1851, ONONDAGA was placed in commission and was operated on the river between Three River Point and Oak Orchard Lock, while OSWEGO was placed on the run from Oak Orchard Lock to Caughdenoy Lock. (The latter place was always called Northport by the boatmen.) ONEIDA continued operating on the lake and also down to the head of Caughdenoy Lock on the river.

In the late fall of 1851, MADISON was ready to go into commission and was placed in operation between Fish Creek and Caughdenoy Lock to aid ONEIDA. The other boats were kept on their former runs. Sometimes one of the smaller boats would take a tow clear through the route, but practically always the tows were handled in relays as stated.

The size of the locks at Caughdenoy and Oak Orchard, 120 feet by 30½ feet, allowed the passage of two of the old type canal boats side by side at one time, and as a sequence to save time in locking and to negotiate more readily the sharp bends in the river, the tows were made up "double headers," two boats abreast. The steamers on their regular runs were not locked through. The tows were delivered to the foot of the lock by the upbound steamer, the tow was locked through and taken by the steamer waiting at the head of the lock. With down-bound tows, the process was reversed.

To handle successfully a sidewheel steamer of the size of OSWEGO with her high upper works and light draught of between three-and one-half and four feet through the locks and winding channels, narrow in places, through the narrow draw-bridges at Brewerton, Caughdenoy and Oak Orchard, and through the river with twenty-five or more canal boats at the end of a long hawser, required skill and experience. And only men of this character were entrusted to the handling of these steamers. Accidents of any kind were very rare, and none of any importance ever occurred during all of the operations of the Oneida Lake & River Steamboat Co., nor did any occur during the remainder of the life of OSWEGO, after she passed into private ownership--in all, a period of over fifty years. Occasionally a canal boat would be bumped or a boat fender smashed in passing the long tows through the locks, and on a few occasions canal boats were known to sink during their passage through the lake. Once it is said that a small canal boat loaded with spirits in barrels was reported sinking while being towed through the lake. She was immediately cut out from the tow, and as she was about to go under, she suddenly turned turtle, exposing the bottom planking, when it was observed that two or

three nice clean auger holes about two inches in diameter had been bored in one of the bottom planks. Evidently a large insurance policy covered both boat and cargo. The boat was old, and should she sink in transit the insurance would prove of value to the owner of the old hulk. Little did he think that by a strange quirk of fate, she would turn turtle before making her final plunge. This cargo was salvaged, but what became of the boat the writer's informant did not recall.

In addition to the foregoing relative to the Oneida Lake & River Steamboat Co. and its activities, it is deemed expedient and should doubtless prove of interest and perhaps of value to future searchers, to add some facts regarding the models used in building the four sidewheelers of the company.

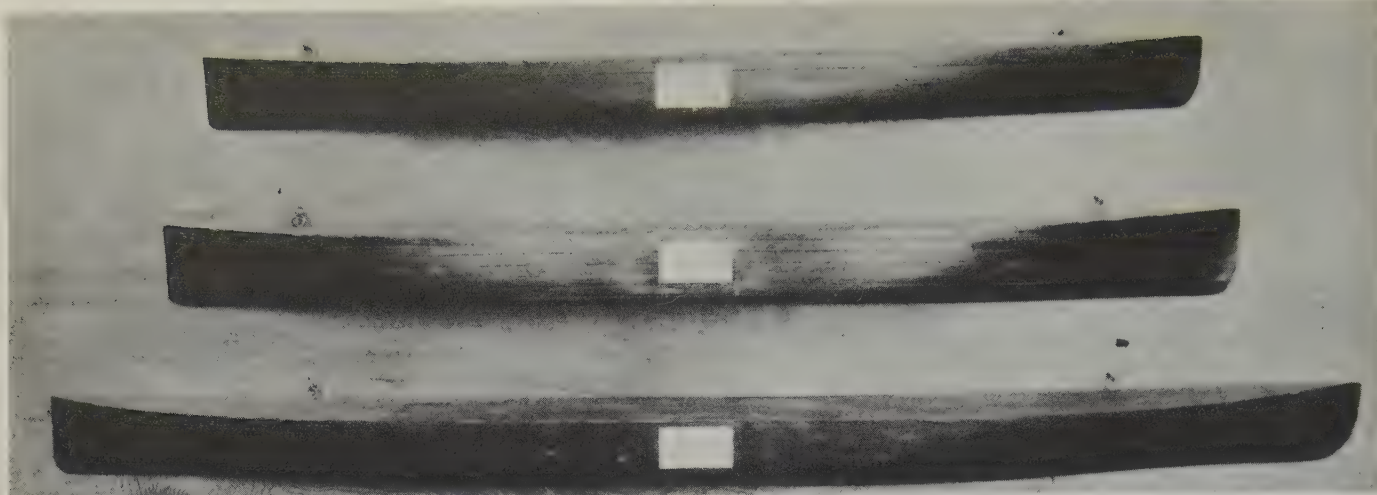
The ship carpenters in charge of the construction of these boats were John Gould and John Cantwell from Clayton, N. Y., where they had been long employed in shipbuilding in the yards at that place. It may be of interest to learn that after the building of these boats, John Gould was often employed by the company in overseeing the hauling out and repair of the boats from time to time.

These skilled men came to Brewerton about the first of the year 1849 and set up their office and lay-out loft in the upper rooms of the Asa U. Emmons store. Here they made their models and forms, and laid out their works for building the first two sidewheelers for the company at once; and here they also made the model and laid out the plans for the two other steamers--one to come out in 1850 and the last one in 1851.

The three models, one for ONEIDA, one for OSWEGO and the other for ONONDAGA and MADISON (which were identical) were presented to the writer many years ago by a daughter of Wm. H. Carter, the last agent for the old steamboat company. They are now in the museum of the Canal Society of New York State in the rooms of the Onondaga Historical Association in Syracuse, having been presented to the Canal Society by the writer in 1958.

These models are half sections of a boat hull, and are made of black walnut and pine in alternating layers and so constructed that they could be separated and taken apart to enable measurements to be taken from them to be transferred to the actual frames, etc. They are beautifully executed and possess fine and pleasing lines, and well designed for the service for which the boats were intended. The scale of these models is one-half inch to the foot, which means that one-half inch on the model represents one foot in actual boat construction. Doubtless the steamers were built exactly according to the models. All were double pointed, with stern post same as at the stem.

The largest of these models is that of ONEIDA, which from her larger size might be regarded as the flag-ship of the fleet, though



Models for ONONDAGA and MADISON, top (This model served for both vessels.); OSWEGO b MANHATTAN, center; ONEIDA, bottom.
-- Author's colln.

she was the second to be launched--five days after her consort, OSWEGO b MANHATTAN.

Next in size is that of OSWEGO b MANHATTAN. This latter name she bore after 1878 and by it she is still remembered by a very few survivors of her last days. The model shows that this boat was built with slightly concave longitudinal lines in the midship section, to give her as great a carrying capacity as possible and at the same time allow for the width of the sidewheels and guards to clear the walls of the river locks, which were 30½ feet. The over-all width of the vessel, including the guards, was slightly over 28 feet.

The third model was used for ONONDAGA and MADISON, which were smaller than the other two steamers and identical in size and shape.

The ONEIDA model shows that she was 124 feet 3 inches long, with a plumb stem and stern, the under part of the stem being rounded back to meet the keel, with a lesser round at the base of the stern post. The beam was 16 feet 9 inches. The model measurements evidently were intended for the forms and the completed hulls were the thickness of the planking greater than the models indicate.

All the models show that the boats were nearly flat bottomed with very little dead rise, curving slightly between the bottom and the nearly vertical sides; and none of the models show a great deal of sheer.

From the model we learn that ONEIDA was seven feet 6 inches deep at the stem, six feet 9 inches amidships and seven feet 6 inches at the stern. She had five-foot guards or overhang of deck over the hull, which would give her an overall length of nearly 130 feet that is said to have been her length. Her beam over guards was about 28 feet.

The OSWEGO model shows that this steamer was 102 feet 9 inches in length with a plumb stem and stern, nearly flat bottom, with pronounced round at the bilges and nearly straight vertical sides. Her beam is shown to have been 15 feet 10 inches amidships, with about

16 inches greater width at about 1/3 and 3/4 of her length--this to provide for greater carrying capacity and to provide within the 16 inch concave amidships a space for the wheels and still keep her over-all beam sufficiently narrow to pass the 30½ foot locks, with a few inches on either side to spare between the guards and lock walls.

OSWEGO had an 8 foot depth at the stem, 7 feet amidships and 7 feet 9 inches at the stern. The hull depths are somewhat greater than those of ONEIDA and gave her a greater sheer line than any of the other boats.

Her guards were five feet, being somewhat greater at the stern, giving her an over-all length of about 110 feet. This over-all length was provided so that the vessel could be locked through the 120 foot locks of the river and gave sufficient clearance for the lower gates to be swung when the boat was passing the lock.

The model from which ONONDAGA and MADISON were built indicates that they had the following measurements: 94 feet 8 inches over-all length of hull; moulded beam about 17 feet; depth at stem, 6 feet 9 inches; amidships depth, 6 feet 3 inches; and 6 feet 9 inches depth at the stern. Stem and stern were plumb, with a considerable curve between the keel and prow of stem.

These boats had five-foot guards and were able to pass the river locks. It is known that when they were constructed, the transfer of them to other waters was considered as an eventuality. By cutting off their bows and removing the guards and upper works, this could be done. The State Canal locks were 18 feet wide.

As stated elsewhere, full details regarding these steamboats will be given later.

It should be noted that the Oneida Lake steamboats, operating in the state only, were not subject to Federal regulations. This and the local character of their operation has limited published information that might otherwise be available. Steamboating on Oneida

Lake being long extinct, it is imperative that surviving records be gotten into printed form while they are still to be had.

Before closing this portion of our account, we give some figures from the ledger of the Oneida Lake & River Steamboat Co. for 1855-1856.

Wood Account, 1855	\$ 11,647.16
Wood Account, 1856	13,090.91
MADISON collected for towing, '55	6,529.40
OSWEGO do.	5,317.57
ONEIDA do.	7,186.39
ONONDAGA do.	6,711.30
Towing account, 1855	40,988.69
Towing account, 1856	47,523.00
Storage, 1855	1,154.43
Storage, 1856	1,190.21
Gross amount of towing, 1856	54,930.00
Expenses of towing, 1856	30,461.89
Profit on towing, 1856	24,468.11

EARLY EAST COAST FLORIDA STEAMBOATING (Continued from page 41)

Addendum:

CHARLES DOWNING -- 96' x 18' x 7'.
FLORIDA (1834) -- 104' x 20' 5" x 7' 4"; in 1839, lengthened to 122'; new tonnage, 173.
GEORGE WASHINGTON -- 90' 8" x 19' 9" x 5' 3".
ST. MATTHEWS -- 120' x 22' 2" x 7'; built by Brown & Bell, New York City.
SOUTHERNER -- 120' x 20' 9" x 7' 7"; 179 tons.
WILLIAM GASTON -- 120' x 18' x 7'; in 1845, lengthened to 137'; new tonnage, 167.

* * *

ABOUT THE AUTHOR:

Edward A. Mueller, a lieutenant commander in the naval reserve, Civil Engineer Corps, is a native of Madison, Wis., and a graduate of Notre Dame. A traffic engineer and high-



DARLINGTON at Welaka Landing on the St. Johns River, probably in the 1870's.

-- Colln. of C. Bradford Mitchell

way planner, he is presently with the Florida State Road Department and has lived in Florida for six years.

Mr. Mueller devotes his spare time to steamboat research, photography and model building. He labored for three years on a model of GREAT EASTERN and is now constructing one of the CSS FLORIDA.

He has also found time to prepare a 20" x 25" print of ALABAMA on ivory cover stock, with a map of her voyages and portraits of Captain Raphael Semmes and Executive Officer John Kell. A limited number are available from him at \$3.75 for one or \$3.00 each for two or more. The address is 1615 Hasosaw Nene, Tallahassee, Florida.

Mr. Mueller hopes eventually to publish a comprehensive account of Florida steamboats and is most anxious to hear from anyone interested in the steamboats of that or of other southern states. He will be glad to exchange photographs and information.

SSHSA Log

The SSHSA-Great Lakes Maritime Institute meeting on May 28-30 opened officially when SOUTH AMERICAN departed from Detroit for Port Huron at 1 p.m. on the 28th. The trip through Lake St. Clair and the St. Clair flats was most enjoyable.

At 5 p.m. our party was called to dinner, which we finished in time to watch the landing at Port Huron. From there, three chartered buses conveyed us back to Detroit over the "scenic route" along the river.

On Monday, the 29th, we boarded the Bob-Lo steamer COLUMBIA for the 10 a.m. sailing to Bob-Lo Island. There we spent the time watching the river traffic and exploring the island until 4 p.m., when we sailed back to Detroit on COLUMBIA.

Dinner that evening was at the Pick-Fort Shelby Motel. The speaker of the evening was Alan Howard, who captivated his audience for over two hours on the subject of Toronto-Niagara steamer service. Afterwards, W. L. McDonald of the World Ship Society, Montreal, greeted the gathering in the name of the WSS.

On Memorial Day, we toured the Dossin Great Lakes Museum and the Henry Ford Museum, Greenfield Village. Here we made a trip twice around the doughnut-shaped lagoon on the little seventy-foot SUWANEE. She is a steamboat in every sense -- chuff, chuff, chuff!

Both the SSHSA and the Institute flags were flown on SOUTH AMERICAN, COLUMBIA and SUWANEE. They looked beautiful on the first two vessels, but on SUWANEE it was a case of, "There are the flags, but where's the boat?"

All in all, the meeting was a great success. Neither the SSHSA nor the Institute suffered any financial loss, which is unusual for a gathering of this sort. We feel it was an effort of which the sponsoring organizations can be proud. -- William M. Worden



ALGOMAH II.

-- EJD Collection

Great Lakes System

Duluth to Niagara

Rev. Edward J. Dowling, S. J., Editor
University of Detroit, McNichols Road
at Livernois, Detroit 21, Michigan

ALGOMAH II a BAINBRIDGE, 1922, has been replaced by a motorship by Arnold Transit Co., and is for sale. This writer remembers well when she came to Chicago new from Boothbay, Maine, where she was built by Rice Bros. There were rumors at the time that her hull was a converted minesweeper or some similar kind of

a vessel. Can any of our readers verify this? (See "Heard on the Fantail" for another view of ALGOMAH II.)

CITY OF PETOSKEY a PERE MARQUETTE 17 is at Ashtabula, O., apparently being scrapped.

Old freighters continue to be sold for scrap, and most of them apparently are going to be towed to Europe.

CONVERSIONS: The trend, begun on a small scale in the '50's and summarized in SB xv:17, of converting ocean freighters into Great Lakes freighters, has been stepped up considerably in recent months. Here is the data on the ten current and recent conversions of this nature:

1. CHIWAWA a MOBILOIL, 1942, T-3 tanker. Bow and stern rebuilt at Toledo, O., by American Shipbuilding Co., and old midbody scrapped. New midbody built in Germany by Schleiker of Hamburg and towed to Lakes, where it will be joined to bow and stern to create new bulk freighter, 730 x 75, named WALTER A. STERLING for Cleveland Cliffs Steamship Co.

2. AMOCO a PAN AMOCO, 1936, tanker. Being rebuilt as a bulk cement carrier by Christy Corp., Sturgeon Bay, Wis. for Huron Transportation Co., Detroit. To be renamed H. S. SCHEMM.

3. ATLANTIC DEALER a HONEY HILL, 1945, T-2 tanker. Bow and stern rebuilt by American SB Co., Lorain yard, and midbody scrapped. New midbody being built in Germany by Schleiker, which will be joined to bow and stern and become bulk freighter (730 x 75) PAUL H. CARNAHAN, for National Steel Corporation.



BAINBRIDGE b ALGOMAH II.

-- EJD Collection

4. GULFOIL a NESHANIC, 1943, T-3 tanker. New midbody by Verolme Shipyards in Holland to be joined to old bow and stern by Maryland SB and DD Co., Baltimore, Md. New dimensions, 730 x 75; bulk freighter for Pioneer Steamship Co., Cleveland, to be renamed PIONEER CHALLENGER.

5. GULFPORT, 1942, tanker. Stern cut off at Lorain, bow and midbody scrapped. Stern joined to bow and midsection of CHARLES M. SCHWAB of 1923, bulk freighter. New vessel 670 x 60, retains name CHARLES M. SCHWAB.

6. HILDA MARJEANNE a GRANDE RONDE, b KATE N. L., 1945, T-2 tanker. Conversion to bulk freighter, 730 x 75, for Island Shipping, Ltd., being done by Schleiker at Hamburg. New name not announced.

7. IMPERIAL EDMONTON a BOUNDBROOK, 1944, T-2 tanker. Converted, 1960, to bulk freighter 730 x 75, retaining stern only of tanker, by Port Weller Drydock, for Upper Lakes Shipping, Ltd. and renamed RED WING. In service.

8. LLANDAFF, 1953 tanker, built in Scotland. Converted to dry cargo carrier by Port Weller Drydock and renamed WHEAT KING for Island Shipping, Ltd. Pilot house moved aft. In service.

9. NORTHERN VENTURE a VERENDRYE b EDENFIELD, T-2 tanker, 1943. Conversion to bulk freighter, 730 x 75, being done at Hamburg by Schleiker, for Island Shipping, Ltd. No name yet.

10. WINTER HILL, 1944, T-2 tanker. Be-



Both JOHN S. MANUEL (at top) a ST. CLAIR b E. L. PIERCE of 1909, and RUFUS P. RANNEY of 1908, are to be scrapped. -- Photos by EJD

ing converted by Maryland SB & DD Co., Baltimore, to bulk freighter, 730 x 75, for National Steel Corp. New midbody built in Europe. To be renamed LEON FALK, JR.

Niagara to the Sea

Daniel C. McCormick, Editor
1 Isabel Street, Massena, New York

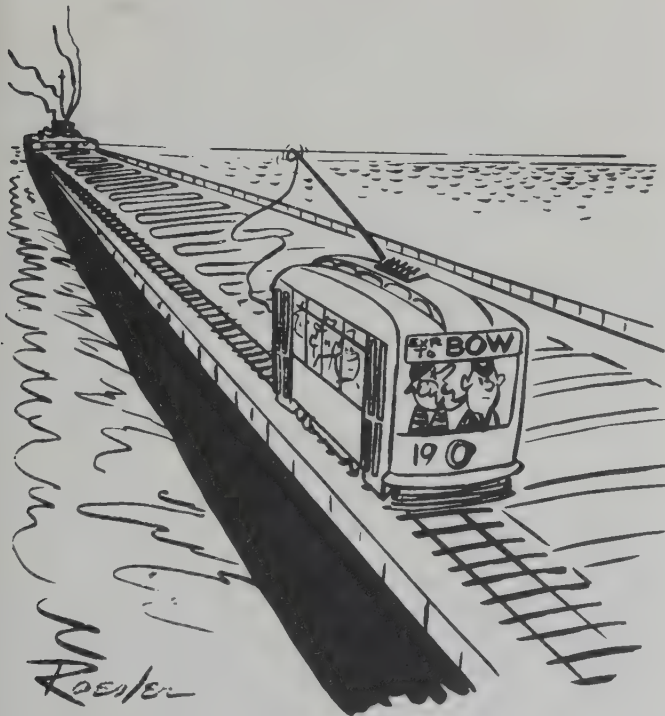
MISS MASSENA a EILEEN is in service from Massena Center, down the Grasse River to Snell Lock and the Power Dam.

On June 4, Misener's laker C. A. BENNETT grounded in the Wiley-Dondero Channel off the Massena Terminal while trying to avoid the Beaconsfield canaller REDFERN. The laker managed to haul off under her own power within a few hours.

The war-built FEDERAL VOYAGER was clipped by the big tug TRAVELLER, when the latter's steering gear failed near Iroquois on June 16. FEDERAL VOYAGER suffered extensive damage to her bows, and it was necessary to tow TRAVELLER into Prescott for inspection.

On June 14, a marine "first" occurred at Ogdensburg when the Dutch Oranje Line's PRINS JOHAN WILLEM FRISO docked in the Oswegatchie River to load 600 tons of powdered milk for overseas.

On June 25, McCarthy's DENMARK was seen passing down river, registered out of Spezia, Italy.



"Shucks, son—I remember when it was just a short, brisk walk from stem to stern."

-- Courtesy of The Bulletin of the Lake Carriers' Association

NEW INFORMATION ON BEAM ENGINES OPERATING IN BRAZIL

In 1910 the noted marine engine-building firm of W. & A. Fletcher Co. constructed its engine number 207, vertical beam, for what it called in its own engine list, a "Brazil Ferry Boat." In 1912, it built another vertical beam engine, number 213, for another "Brazil Ferry Boat."

The "Fletcher List" gives the same measurements for both engines -- 36" diameter of cylinder, 7' stroke, 49.5 cubic feet in cylinder. The dimensions of the ferry for which engine 207 was built are set down as 161 P x 25 4/12 M x 11 2/12 M; for engine 213, 161 P x 25 M x 9 6/12 M. Both ferries had wooden hulls.

In the years after World War II, much was printed in marine and other journals about the gradual passing of the vertical beam engine. Many who read these articles must have been to Brazil as professional seafarers or ship passengers. Such marine-minded people would be expected to notice something as increasingly rare as a beam-engined ferryboat. But seemingly not a word about Brazilian ferryboats with Fletcher or any other kind of beam engines turned up in the wake of these articles.

Some of our members made determined efforts to ascertain whether the two "Fletcher List" ferries were still operating, but met with no success.

In the 1950's, when the number of beam-engined vessels operating in the United States dwindled to one -- EUREKA --, it became increasingly easy to believe that the Fletcher Brazilian ferries had gone the way of all elderly wooden-hulled ferryboats. Nevertheless, a cautious marine historian could not safely do better by EUREKA than to say that she was the last beam-engined vessel operating in this country. Possibly she was also the last one operating in all the world, including Brazil.

Then, after EUREKA sailed her last, this journal in June 1957 (SB xiv:50) said, "So ends vertical-beam sidewheel steamboating in North America, and presumably in the entire world."

In the summer of 1957, member Richard Edgerton visited Rio de Janeiro while in naval service. His findings, complete with a picture, were published in the September 1957 (SB xiv:69,77) issue. He wrote,

"Each day a medium-sized double-ended beam-engined sidewheel ferry passed very close to our ship. Her name was TERCEIRA and she would come by the ship every morning about ten and return at about one in the afternoon. As far as I know, she made no other regular trips, but I recall seeing her bound back toward Rio at about seven in the evening on one occasion.

"She was quite a sight! She certainly is not a fast boat, but she always seemed to be doing a pretty good passenger business. She didn't seem to be carrying too many vehicles, however. I was unable to find out where she ran, but as a guess, I would say Rio to Sao Goncalo or Ilha do Governador, both approximately 8 or 12 miles from Rio up Guanabara Bay."

Recently, Ralph C. Hitchcock, a former president of the Puget Sound Maritime Historical Society, Inc., made a voyage to South America and wrote an account of it for the PSMHS Newsletter. The last installment appeared in the June issue and from it Robert W. Parkinson has sent us the following:

"Friday, January 20.... It is another holiday, which means no loading, and few stores open.... I wanted to go to the ferry dock to see about a trip on an old walking beam sidewheel ferry running there.... Afterward, we walked to the ferry dock, which on this holiday is a madhouse of activity. Passenger ferries operating across the bay arrive and leave almost constantly, and each one carries several hundred passengers. The sidewheeler turned out to be an ancient wood vessel named GUANABARA, with a beam engine made in Hoboken, N.J., in 1912. We managed to get aboard and look her over a bit, using such means of communication as 'Spanish,' English, writing of numbers and words on a piece of paper, and drawing sketches. We were told she was to leave at 11:30, and waited until about noon, when she paddled out of the slip as I took a couple of movie shots...."

After reading that, Mr. Parkinson wrote for further details from Mr. Hitchcock, who replied:

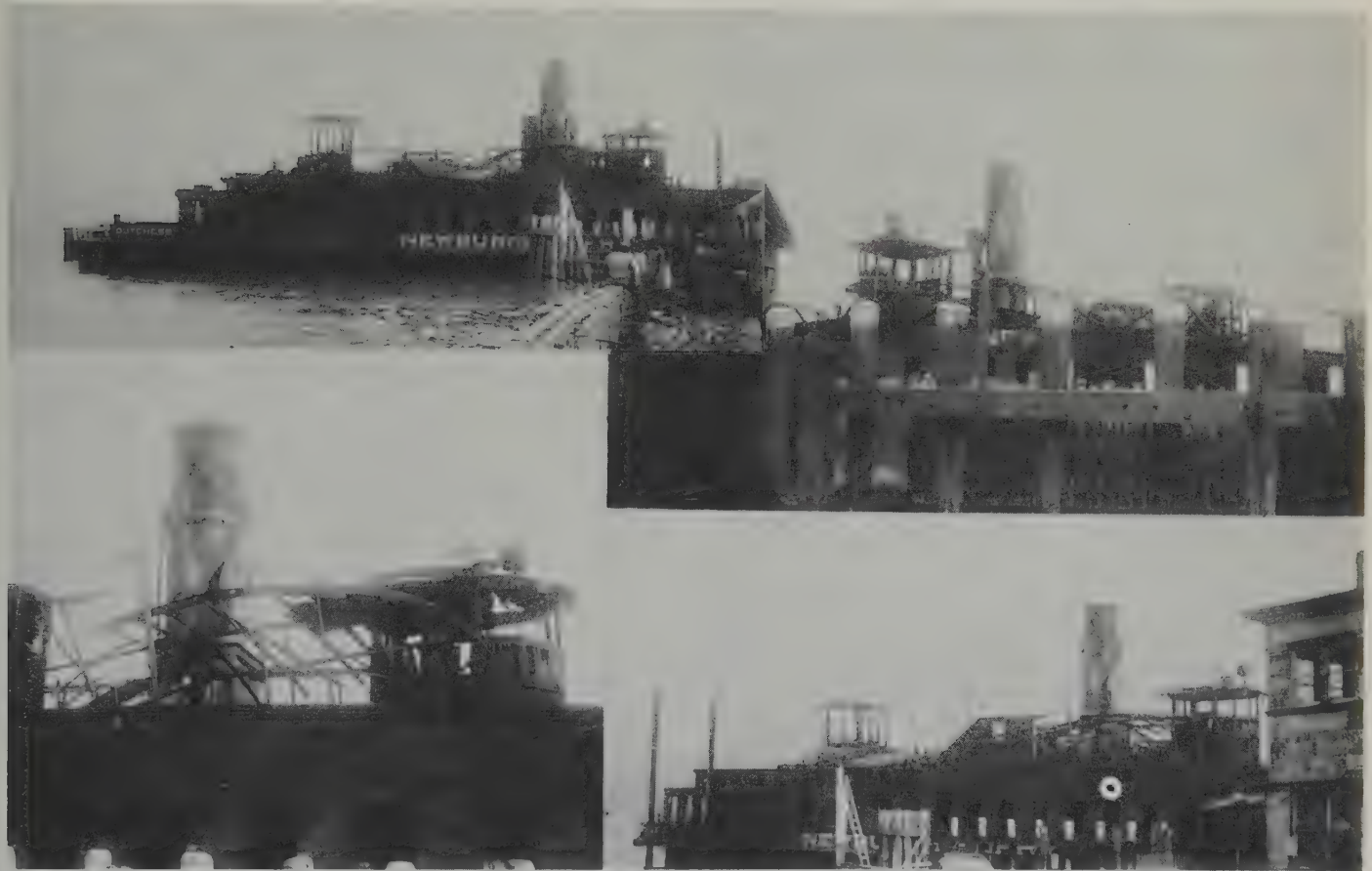
"...In regard to the beam-engined Brazilian ferryboat GUANABARA, the information I have for you is quite limited, considering my interests in maritime history. The only excuse I can offer is that we were trying to see a lot of things in Rio in a short time, and if you imagine my Spanish is poor, think of my utter lack of proficiency in Portuguese."

"You will find the factual part of the story in this paragraph. I will follow with another paragraph of opinions. I have one still photograph only. It is not an exterior shot, but rather an interior shot of the beam engine control area, on the vehicle deck level, showing gauges, engine telegraph, controls, and the name, 'W. & A. Fletcher Co. Hoboken N.J. 1912' and the engine number '213.' I have in addition a short 16 mm kodachrome daylight movie scene, perhaps 10 feet in length, showing first a closeup of the pilot house and the name GUANABARA, then a telephoto close-up of the walking beam as it starts to move, then a longer scene of the full exterior, smoke and all, as she leaves the dock at Rio. On this particular trip she was carrying passengers only; no vehicles. The date, as you recall from my 'log,' was

January 20, 1961, and the departure time was right around noon. My wife and I did look around briefly on the vehicle and passenger decks, but did not get below the main deck at all. GUANABARA's exterior is cream colored, and her stack was all black.

"The following are opinions. I am almost positive another beam-engined sidewheeler is operating in Rio, as we saw a ferry crossing the bay two or three different times a couple of days before we boarded GUANABARA, and I am reasonably sure she is white. In addition, she looked larger than GUANABARA. I presume

she is TERCEIRA, because she certainly looked like the cut of TERCEIRA in the September 1957 Steamboat Bill. I believe GUANABARA is a standby boat used perhaps to handle overloads, for she did not seem to run very often, and the day she did operate (Jan. 20) was a holiday in Rio. I had the impression she was going to Niteroi, which is a town across Guanabara Bay from Rio. I am inclined to believe GUANABARA is smaller than the other ferry I saw at Rio, but this is purely an impression not supported by a side by side comparison of the two vessels...."



Atlantic Seaboard

New York and Philadelphia Areas

Harry Cotterell, Jr. Editor
36 Alexander Street, Newark 6, N. J.

DUTCHESS and ORANGE were built in 1910 and 1914 respectively at the Marvel shipyard in Newburgh, N. Y., for the Newburgh-Beacon ferry and have served on it ever since. The third member of the fleet is BEACON a LIEUT. FLAHERTY. On Saturday, July 1, DUTCHESS left Beacon at 12:15 a. m. on the last scheduled trip of the night and then tied up in the north slip at Newburgh. Sometime later, fire of undetermined cause, broke out in the ladies' cabin, spread upward to the upper deck, across it, and down into the men's cabin. Newburgh firemen eventually conquered it, with

damage confined to the superstructure. The pictures above were taken on July 2.

It is understood that the rebuilding of the upper works will be started as soon as possible.

At the time of the fire, ORANGE was out of service, undergoing boiler work at the Beacon shop of the line, and BEACON had to carry on alone over the Fourth of July holiday period.

* * *

Headlined the New York Daily News, "5,000 Swamp Daddy Day Sail -- Phony Tickets Sink Excursion." And even the New York Times commenced the story on the front page. HUDSON BELLE had been chartered for June 18 by the Club Le Douze, which was running its tenth annual Fathers' Day excursion from 134th St. on the Hudson River to Bear Mountain. Due to a maritime union dispute, the vessel did not

arrive at the departure point until about 1½ hours after sailing time. Meantime, the waiting crowd had been growing hot and fidgety and then panicky as the story spread that many of them had unwittingly bought counterfeit tickets. When HUDSON BELLE put out her plank, a riot developed. In all, 150 policemen were sent to the scene and nine prospective passengers required hospital treatment. Then, the trip was cancelled.

More trouble came HUDSON BELLE's way on the night of July 3. This time she had been chartered by the Five Cabelleros, a Jamaica social club, for a moonlight sail from 134th St. About 2,900 were reported to have been aboard. Early on the morning of July 4, as she was near the George Washington Bridge on the last lap of the sail, a woman fell or jumped overboard. Two men dived in after her and all three were hauled out by the crew.

About this time, brawls broke out on the vessel, with chairs, bottles and fists as weapons. During the course of these engagements, refreshments and cigarettes were stolen, life preservers thrown overboard, a piano wrecked and a sortie launched against the pilot house. The crew brought fire hoses into play in an attempt to restore order, while the vessel sped on to 134th St.

Officials of the Wilson Line and of the Five Cabelleros claimed that the rioting had been incited by the National Maritime Union, which maintains that previous crew members of HUDSON BELLE wish to join it. The present crew is said to belong to the Seafarers International Union, now holding a contract with the Wilson Line. According to a member of the Five Cabelleros, some NMU pickets had rushed the gate and boarded HUDSON BELLE while she was loading and these pickets had started the fights.

Because of the jurisdictional friction between the unions, police details have been posted at Wilson Line landings in New York. About 14 were awaiting HUDSON BELLE at 134th St. and, after seeing conditions on board, sent for reinforcements. Once again the final total on hand came to about 150.

Fourteen people on HUDSON BELLE were injured, and of these two required hospitalization.

The police were unable to find evidence that the fighting on HUDSON BELLE had been union-inspired. However, they did state that the Suffolk home of an officer on Wilson's JOHN A. MESECK had been placed under police surveillance after the officer's wife complained of threats of bombing and death.

New England and Eastern Canada

Doris V. Green, Editor
126 Broad Street, Groton, Connecticut

The New London, Conn., Evening Day announced on June 22 that the day previously

BRINCKERHOFF had been moved from Mystic Seaport to a berth on Shipyard Point. The ultimate destination was the Connecticut bank of the Pawcatuck River. Her new owner, Alex Whewell, thinks she may become the clubhouse at a marina he proposes to develop. But Mr. Whewell, who has a garage just west of Pawcatuck on Route 1 and who junks autos there, acknowledged that his scrapping activities might be extended to include BRINCKERHOFF if his other plans did not materialize. On July 10, she finally left under tow for the Pawcatuck River.

FISHERS ISLAND a FISHERS ISLAND b COL. JOHN E. BAXTER is to be renamed d BLOCK ISLAND. She was expected to go into service on the Norwich-New London-Block Island run the second week in July to relieve YANKEE, which has been covering it.

The Montauk-Block Island Trans.Co., Inc., is operating VIKING STARLIGHT between Montauk Harbor and Block Island, two round trips a day, June 24 to September 10.

The New London Freight Lines, Inc., operating ferry service between New London and Orient Point, L. I., is now providing three-boat service. The newcomer is NEW LONDON, which joined ORIENT and GAY HEAD on the run in June. All three are converted landing ships, medium.

Florida and the Gulf Coast

Frank P. Manwell, Editor
2706 Adele Road, Jacksonville 11, Fla.

At Port Everglades, the Grace Line's new \$25,000,000, 300-passenger cruise ships SANTA ROSA and SANTA PAULA are now offering weekly sailings on 13-day cruises to New York and Caribbean ports.

Moore-McCormack plan to operate BRAZIL and ARGENTINA this fall from Port Everglades. This editor now thinks the port presents a definite challenge to the Miami cruise trade.

Holland America Line has opened passenger offices in the Dade Federal Building in Miami. Its MAASDAM will arrive in Miami on July 29 with about a 500-passenger list for a Caribbean venture.

The complete air conditioning of FLORIDA was done at Rawls Brothers' shipyard in Jacksonville in 3 weeks.

The Erie & St. Lawrence Corp., which ceased operations here March 1, has chartered its new FLORIDIAN and NEW YORKER to the Bull Line. They are to be put in service between New York and San Juan, P. R.

JEAN LAFITTE has resumed running on weekends for the summer in line with the regular boat, BUCCANEER, on the Mayport-Fort George ferry (SB xvii:26). Some 3,638,042 vehicles and 101,303 pedestrians have used the scenic Buccaneer Trail highway and ferry service during its ten years of operation.

The West India Fruit & Steamship Co. is



DE GRASSE is shown at the top on her trials in August 1924. She sailed from Havre on her maiden voyage to New York on the 21st of that month. In the bottom view she is being painted battleship gray on New York's Hudson River waterfront in October 1939. The stacks of NORMANDIE appear over the top of the pier. (See "High Seas," p. 58.) -- New York Herald Tribune files

attempting to sell six freight-car and automobile ferries. In pre-Castro days, the line carried about 10,000 railroad cars a year, but business is now close to the vanishing point. As of early June, only JOSEPH R. PARROTT was operating. Besides her, the other vessels being offered were CITY OF NEW ORLEANS, NEW GRAND HAVEN, CITY OF HAVANA, GRAND HAVEN and SEA LEVEL (SE xvii:112). The line had provided service to Cuba from West Palm Beach and Key West, Fla., and Belle Chasse, La.

Chesapeake Bay and South

John L. Lochhead, Editor
The Mariners Museum, Newport News, Va.

Norfolk and Portsmouth Harbor Tours, Inc., resumed excursions June 1 along the branches of the Elizabeth River from Lamberts Point to the Naval Shipyard. The motorboat TIKI has a capacity of 50 passengers as against 25 for last year's boat, MAC'S FOLLY.

Mrs. Joan Miles, granddaughter of Fred Pansing, famous for his steamship paintings, visited the Mariners Museum in May. She reported her family has several of her grandfather's paintings. These are chiefly marine scenes rather than ship portraits.

Not a trace remains of the wharf at Old Point Comfort. The only evidence left is about two feet of the old trolley rails embedded in the edge of the sea wall where the trolley used to run out onto the wharf.

The pilot house of the tug PATAPSCO a WALTER L. MESECK, recently dismantled at Baltimore, is now in the courtyard of the Mariners Museum, completely refinished as if the tug were still busily chuffing around Baltimore harbor where she was employed by the Atlantic Transport Co. for many years. Sporting a coat of bright red paint, and resting on the original deck and with the railings outside, the pilot house has running lights, searchlight, steering wheel, gong and jingle, speaking tube, seats, cushions, name-boards, life ring and even one of the logbooks. It is ironic that this pilot house is one of the few tangible relics of the once great Atlantic Transport Line, which operated many famous passenger lines in the first quarter of the 20th century.

High Seas

Frank O. Braynard, Editor
213 Glen Avenue, Sea Cliff, New York

In leafing through Laurence Dunn's Passenger Liners, which is reviewed in this issue, your columnist was most impressed not only with the work's excellence, but with the large number of liners which saw light of day first as American war-built cargo or troopships. Thirteen Victory ships are now on the high seas as passenger liners; seven C3-types have

been converted for passenger runs; and at least eight others, including one Liberty type, are among the lady liners of today.

The Dunn book is filled with interesting new pictures of old favorites, such as VENEZUELA with her new bow. Built in 1924 as DE GRASSE, this fine old veteran has taken on a completely new look, with a new bow, new forward superstructure, closed-in bridge and new stack. A 1924 picture of her when new and a wartime shot taken in 1939, appear on page 57. Both of these are from the New York Herald Tribune files. It will be remembered that for a time she was the Canadian Pacific Line's b EMPRESS OF AUSTRALIA.

On July 6, the Cunard Line announced that it had sold MEDIA to the Compagnia Genovese d'Armamento of Genoa, Italy. The new owners are believed to have paid \$2,100,000 for the ship, which they intend to place in Mediterranean-Australia service as an immigrant carrier. MEDIA will continue under the Cunard flag until September 30. The sale confirmed rumors current for many months, that Cunard had been trying to sell MEDIA. It is reported that the Line is also attempting to dispose of her sister, PARTHIA, in furtherance of a plan to streamline the fleet before ordering a replacement for QUEEN MARY.

West Coast

Robert W. Parkinson, Editor
3051 Shattuck Ave., Berkeley 5, Calif.

Here is the expected summer pattern for the Pacific Northwest.

Seattle-Bremerton:

WILLAPA, ENETAI, KALAKALA and possibly a third boat.

Seattle-Winslow:

TILLIKUM, ILLAHEE.

Lofall-So. Point:

RHODODENDRON, CROSLINE (extra), KITSAP (extra).

Mukilteo-Columbia Beach:

OLYMPIC, CHETZEMOKA (extra), LESCHI (extra).

Fauntleroy-Vashon:

QUINAULT, KLAHOWYA, KLAHANIE or KEHLOKEN.

Edmonds-Kingston:

NISQUALLY, KLAHANIE or KEHLOKEN, SAN MATEO (2d stand-by).

San Juan Islands:

EVERGREEN STATE and CHIPPEWA, long run; KLIKITAT and VASHON, short run.

Port Defiance-Tahlequah:

SKANSONIA.

Port Townsend-Keystone:

DEFIANCE.

COHO, Black Ball Transport (US), passengers and autos from Port Angeles to Victoria; IROQUOIS, BBT freight service, Seattle-Port Townsend-Port Angeles at night and Seattle-Port Townsend by day. COHO also helps on these freight runs during the slack passenger season.

B.C. Provincial Ferries are building two more boats to supplement SYDNEY and TSAWWASSEN.

There is no CPR service, Victoria to Vancouver. PRINCESS MARGUERITE, Seattle-Victoria; PRINCESS PATRICIA, PRINCESS OF VANCOUVER, PRINCESS OF NANAIMO, Vancouver-Nanaimo. PRINCESS ELAINE is tied up for the summer, but may replace the "Pat" or the "Marge" in winter. PRINCESS LOUISE, Vancouver to Skagway.

Black Ball Line (Canada), CHINOOK and KAHLOKE a ASBURY PARK b CITY OF SACRAMENTO on Nanaimo run; SMOKWA, BAINBRIDGE, QUILLAYUTE on ferry runs.

Northland Navigation Co. has CANADIAN PRINCE a PRINCESS NORAH b QUEEN OF THE NORTH running from Vancouver to Prince Rupert, Stewart, Anyox, Portland Canal, in all-year service; ALASKA PRINCE a CHILKOOT b BORDER PRINCE, two trips per week, all year, to B.C. logging camps; TAHSIS PRINCE a GRANITE b COLUMBA c ISLAND KING d CHILLIWACK, 12 passengers, west coast of Vancouver Island; SKEENA PRINCE a OTTAWA PAGE b BLUE PETER II c CASSIAR, weekly to Queen Charlotte Islands.

Alaska Cruise Lines runs two former Union SS corvettes to Skagway, carrying neither mail, freight nor local passengers. Stops are made only for sightseeing by the cruising passengers. The vessels are YUKON STAR a ST. THOMAS (HMCS) b CAMOSUN (iii) c CHILCOTIN (ii) and GLACIER QUEEN a LEASIDE (HMCS) b COQUITLAM (ii).

In addition, there are many more small coasters and ferries too numerous to list in this column.



SMOKWA.

Photo by RWP

Reviews Send books for review, reading notes and contributed reviews to: C. Bradford Mitchell, 7019 Shore Road, Brooklyn 9, New York.

Passenger Liners, Laurence Dunn. New York 3 (John De Graff, 31 E.10th), 1961. 474 pages. Ill. App. Indices. \$20.00.

In the deepwater field, the publishing event of the year---and we would say of every year since the appearance of Bonsor's North Atlantic Seaway---is the issuance here and in

Britain of Mr. Dunn's Passenger Liners. Not that these books have anything in common, except that both concern passenger vessels. Mr. Dunn's volume is not narration but superb and definitive census-taking.

In his own words, the book was compiled "for the potential sea-voyager, the travel agent, the shipowner who seeks information of rival ships, and for the student of shipping. It provides a book of reference which covers the several hundred liners in service today, giving all main particulars of ship, of route and passenger capacity, and where possible giving indication of the amenities and types of accommodation available."

Thus this compendium is not aimed exclusively, or even chiefly, at gratifying the ship hobbyist. It has very real practical values. Yet few books have ever come so near to realizing the hobbyist's fondest dream. Here are listed some 630 of the world's liners, with nationality, ownership, route, ports, building and measurement data, propulsion, speed, capacity (by class), and miscellaneous descriptive notes. These are illustrated with 380 plates, supplemented by eight pages of precise silhouettes. The whole is divided into seven sections, of which the first contains prefatory matter including six pages of funnel markings in color; the last, various appendices. Sections 2-6 cover the world's passenger fleet under five regional headings: "Great Britain," "America, Australasia and Orient," "Europe," "Mediterranean," and "Russia."

One of the most fascinating aspects of this exhaustive review is the way it turns up old and almost-forgotten friends under odd disguises and strange flags. Especially is this true of the eastern Mediterranean and Russian sections. No less fascinating--and certainly exotic for most Americans--are the liners of the Brazilian coast, the Indian Ocean, and the southwest Pacific.

Mr. Dunn purports to list all passenger ships "at present operating on deep-sea services...to a minimum of 6,000 tons gross." He also includes "a great many selected ships of smaller size"--about 125 of them. Criticism of these selections is easy and perhaps impertinent; yet one cannot help wondering why certain types and areas were stressed when others were ignored. Why, when small packets and ferries of the Mediterranean were covered by the dozen, did the author exclude the many distinguished vessels of the cross-channel and Irish Sea services? Why no mention of such a major ship type as the Great Lakes carferry or such European and Asiatic counterparts (some over 6000 tons) as JARITA, TRELLEBORG, SASSNITZ, and TOWADA MARU, when PRINSESSE MARGRETHE and ABEGWEIT are included? Why picture the steamboats of Canada Steamship Lines yet omit the only surviving Great Lakes passenger liners? Why list Brazilian coasters under 290', while passing over a half-dozen larger ships of Argentina's River Plate and ocean services?

It is nice to be able to carp at Mr. Dunn's choices and omissions, since it is exasperatingly hard to catch him out on his facts. A misspelling like RIO TUNUYUN stands out like a sore thumb because of its rarity. He has done an unbelievable job of bringing his facts up to date, too--including such late items as the ALCOA CORSAIR collision (though he wrongly states that Alcoa's decision to abandon passenger service followed this casualty) and Chandris' acquisition of MANSOUR a FORT TOWN-SHEND c ROMANTICA. By and large, his work is almost painfully accurate.

As a reference book, Passenger Liners is authoritative. As a picture album it is magnificent. As a slice of 20th-century steamship history it is of high and permanent value.

Ships of the World, Douglas V. Duff. Edinburgh 9 (Thomas Nelson, Parkside Works), 1958. 158 pages. Ill. Glossary. Index. 10s.6d.

An attractive and useful little book which should have caught our attention sooner is Commander Duff's Ships of the World. As a thumbnail survey of a vast subject, it is readable and remarkably comprehensive. As half its pages concern pre-steam shipping, and another fourth warships, however, the student of merchant steam is on slim rations. Worse, he has to gulp such hard-to-digest morsels as: "In 1820 the first iron, cross-channel passenger-ferry, the AARON MANBY...", the statement that the Collins Line was contemporary with the 1840 Cunarders, 1932 as NORMANDIE's date, and the claim that ENTERPRISE made her 1825 voyage from India to England, rather than vice-versa.

Generally, however, the author's overall grasp of maritime history is sound, and his ideas provocative. No one in this Society will relish his conclusion that "In a century or so the surface of the seas...may be almost as deserted by ships as they were...before we learned how to make headway against contrary winds"; but his evidence is dismally persuasive.

Coastal Passenger Steamers And Inland Navigations In The North Of Ireland, D. B. McNeill. Belfast, Northern Ireland (Belfast Museum & Art Gallery Pub. No. 160), 1960. 32 pages. Ill. Map. Vessel list. Bibl. Paper. 3s.6d.

For the third in a proposed series of eight "Transport Handbooks," the Belfast Museum has called on Dr. McNeill to tell the story of already half-forgotten steamboating on the coasts, harbors, lakes, and canals of Ulster. The resultant slim brochure is a gem--a model of what can still be done by way of recording the history of out-of-the-way but not unimportant chapters in the history of steam.

The work is evenly divided between salt and freshwater services, and so are its twenty photographic illustrations. It tells of the 19th and 20th-century navigation of 9 "loughs"--tidal and inland--and 5 canals. Over 100 vessels are listed, more than 60 of them paddle steamers. The presentation is systematic,

concise, and richly informative. It will be eagerly welcomed by students of the small European passenger steamer, who will also await with some impatience two promised additional titles in this series: "North Irish Channel Services" and "Belfast Shipbuilding."

C. S. S. SHENANDOAH. The Memoirs of Lieutenant Commanding James I. Waddell, ed. James D. Horan. New York 16 (Crown Publishers, 419 Park Av.S.), 1960. 200 pages. Ill. Bibl. \$4.00.

One likely fruit of the Civil War Centennial is printing of whatever primary documents by or concerning prominent figures are still unpublished. Such are the memoirs of James I. Waddell, master of SHENANDOAH a SEA KING. Last of the Confederate raiders and in some ways most successful (her concentration on one target, whaling, had far-reaching effects on the American economy), SHENANDOAH has a greater claim on SSHSA interest than ALABAMA or FLORIDA because, unlike them, she was not built as a warship. She has also been invested with a special romantic appeal by the ironic fact that her greatest depredations were performed after the South capitulated.

Unfortunately, her commander--at least as a writer--does not measure up to the legend of his ship. As against Semmes, he seems stodgy, humorless, and unimaginatively conventional. His constant inveighing against the North and its leaders, while of course to be expected, partakes so little of righteous indignation and so much of querulous spitefulness that it becomes tedious. The explanation is no doubt that these are the memoirs of an embittered old man, written two decades after the war. But one's ultimate feeling is that readers and historians of the past 75 years missed very little by the nonpublication of Waddell's notes.

Mr. Horan is, however, to be complimented on an excellent prefatory note, which is one-third as long as the memoirs themselves, much more interesting, and at least as informative.

P & O- Orient Lines Passenger Liner CANBERRA. Supplement to The Shipping World (127 Cheapside, London EC2), May 31, 1961. 60 pages. Ill. Magazine format. 5s.

Anyone who follows the big ships will want to have The Shipping World's CANBERRA supplement. Besides full pictorial and verbal presentation of the new engines-aft superliner, it includes such bonus features as an illustrated article on Harland & Wolff ships of the past, and two pages of Laurence Dunn's scale drawings of P & O liners.

Liquid History: To commemorate Fifty Years of the Port of London Authority, 1909-1959, Arthur Bryant. London EC3 (Port of London Auth., Trinity Sq.), 1960. 84 pages. Ill. Index.

Mr. Bryant's Liquid History is a book about ships, though hardly a ship is mentioned by name. Without harbors, ships would not exist; vessel size, design, and operating prac-

tice have been largely shaped by evolution of port facilities. Hence no book on London's port and river can lack interest for this Society.

Though he writes to commemorate the Authority's semicentennial, almost half his book is a concise history of the Thames and its development over 2000 years into the vast port complex it is today. The last five chapters describe the genesis and rationale of the PLA, its leadership, its experience in world wars and strikes, and the services and installations it maintains today. The illustrations, including old prints in color, are well chosen.

A History Of William Sloan & Co. Ltd., Graham E. Langmuir and Graeme Sommer. Kendal, Westmorland (World Ship Soc., 10 Romney Av.), 1961. 12 pages. Ill. Fleet list. Paper.

Latest in the fine WSS series of pamphlet company histories is the story of a Scottish company which for a century, until its absorption into the Coast Lines system in 1958, operated steamers in the Irish Sea between Glasgow, Belfast, Bristol, and other ports. Until 1932, its interesting little ships carried passengers as well as cargo. Of special significance for us is that, up to the Coast Lines merger, Sloan had owned only steam vessels. The entire four-ship fleet is now diesel.

An American connection is supplied by Sloan's ANTONA CARLOTTA of 1859, captured as a blockade runner in 1863, commissioned in the U.S. Navy for two years, and afterwards owned and renamed by G. W. Quintard of New York.

Miscellaneous Reading Notes:

"The Canadian National Railways Detroit River Car Ferry" is a 4-page paper by member George W. Hilton, distributed at the May SSHSA meetings in Detroit. Originally broadcast on

Heard On The Fantail

Send FANTAIL views, reminiscences, notes on steamship and steamboat operation, and news of members to:
Jay Allen, 2 Saffer Court,
Urbana, Illinois.

I have a penchant for steamboat pictures that show marine activity. That is why the Fantail view shown here particularly delights me. It was taken by member Alfred T. Sheldon of Rockport, Mass., who has this to say about it:

"ALGOMAH II--Arnold Transportation Co. I took this August 11, 1958, 2:30 p.m., at Mackinac Island, Michigan. I was on SOUTH AMERICAN westbound to Duluth, Winnipeg and Churchill, Manitoba, on Hudson Bay. ALGOMAH II was at our pier when we arrived, and had to move herself so that we could dock. Grand Hotel shows over ALGOMAH II's stack."

(For late news of ALGOMAH II, see the Great Lakes column in this issue.)

Some of you Fantailers may be interested in his further remarks: "I have two good

CKLW, Windsor, it tells of the steamers and operational history of CNR rail ferriage between Detroit and Windsor.

William M. Williamson, well known former curator of the Marine Museum of the City of New York, published in the June Rudder (pages 20, 21, 55) the first installment of "Block Island, 1661-1961: The Sentinel of the Sound Celebrates its Tercentenary."

Members' attention is called to "A Record of Service," by S. A. E. Strom, editor of Australia's Annual Dog Watch, in the June issue of the Nautical Magazine (52 Darnley St., Glasgow). It tells the story and reports the end of passenger service by McIlwraith McEacharn Ltd., major Australian coastal line, with the sale of their motorship KANIMBLA of 1936.

The story of CHATTANOOGA, which saved the Army of the Cumberland from starvation in 1863, is told by Ralph Knight in "The Miraculous Steamboat" (Sat. Eve. Post, June 24, pp. 30, 67).

July Yankee (35¢, Dublin, N. H.). Seven pages of Lake Winnepesaukee pictures, including two of MOUNT WASHINGTON.

"ADM" writes nostalgically of Muskoka Lakes steamboating days in "Not So Very Long Ago," Muskoka News Magazine (Gravenhurst, Ontario), May 31, pp. 1-3. Ill.

* * *

NOTE FOR STEAMBOAT COIN COLLECTORS

To mark the sesquicentennial of Mississippi steamboating, a medal with a river steamboat on the obverse and a map of the Mississippi System on the reverse has been struck by the Educoin Company (Box 12188, New Orleans 24). As Educoin sells only wholesale, it must be ordered through coin dealers. Of 1½" diameter, it comes in: 10-gauge .999 fine silver; 15-gauge gold anodized aluminum; and 15-gauge aluminum.



photos of the old Shipping Board tug SULPHITE (1956 at Owen Sound, and 1958 in Lake St.

Clair), but neither are fantails. This tug was a BALLEW, built by Bethlehem, along with 19 sisters, at Elizabethport, N. J., in 1919. In 1957 I made a voyage on Clarke SS Co.'s NORTH COASTER a OTTAWA PATROL, a war-built, Vancouver, B. C., machinery-aft freighter, to Sept Iles, Quebec, and way ports, on the north shore of the St. Lawrence. I hope to do this again. Iron ore is coming out of Sept Iles fast. I also managed to get in a short trip on the old (1911) ISLAND KING II a DALHOUSIE CITY out of Montreal. When I get time I intend to sail on the old steamer KEENORA for a week up Lake Winnipeg--up to Norway House, Manitoba."

Maybe you tugboat fans would like to do some swapping with Al Sheldon? In fact I've been wondering about a "swap-column" for SB like the one in Yankee magazine. I have a lot of steamboat items in my collection that I'd be willing to swap for some Eastern Steamship Co. folders prior to 1914, for example, because I have decided to limit my collecting to Eastern S.S., and Maine. If your mail to me shows some interest in this, I'll take it up with the Editor in Chief. To those who have not seen Yankee, I might explain that "The Original Yankee Swoppers Column" has a limit of one 4-line Swop per month. Coins, stamps, current books are excluded. No swop may be made for cash. Swoppers' Column ads are published free.

My interest would of course include folders of companies later swallowed up by the Eastern Steamship combine, such as the Kennebec Steamboat Co. And this reminds me of an interesting point raised by one of our members as to the distinction between a "steamship" and a "steamer." Is it a matter of form of propulsion, or of size?

"According to what I've observed and read," he says, "a distinction has consistently been made in American steamboating between 'steamship' and 'steamer,' with 'steamship' applied to propellers, and 'steamer' to paddlers.... The Detroit & Cleveland Navigation Company on

the Great Lakes always designated its big side-wheelers as steamers. When the Goodrich Transit Company...had both propellers and side-wheelers, the former in the folders were S.S. and the latter were Str."

Now my impression had always been that the distinction was one of size rather than of propulsion, so I took a look at a 1912 Eastern S. S. Corp. folder. Here I found the large overnight steamboats called "steamships" whether propeller (triple-screw BELFAST, CALVIN AUSTIN, etc.) or paddle (CITY OF BANGOR, BAY STATE, etc.), while the smaller connecting day boats were labelled "steamer" whether propeller (MONHEGAN, WIWURNA, etc.) or paddle (J. T. MORSE, side-wheeler; CITY OF AUGUSTA, stern-wheeler; etc.).

Perhaps some of you Fantailers have further evidence as to whether the custom consistently differed thus as between fresh water and salt water steamboatmen. If so, please let us hear from you.

This Fantail session seems to be running to queries. The next one is: What is the story of the "sea school" run by the New England SS Co. on Pier 14, North River, around 1915? Ellery Thompson, writing in the Stonington, Conn., Compass for April 7, 1961, mentioned the skill of Capt. Edward Redding Geer "as master of the giant Fall River Line steamer (see comments above on the word 'steamer')! COMMONWEALTH" in the "daring maneuver of lashing his big vessel to the wounded BOSTON, for the risky job of salvaging her...." He goes on to say that he had attended Capt. Geer's "docklog steamboat school" where he "had enjoyed a rope's-end front seat for glimpsing some of the salty knowhow that Ed Geer had at his command on the night he saved the stricken BOSTON."

Next we have two queries about ships. First is the mystery ship shown as a no-longer floating billboard, advertising "The Crawford Shoe Needs no breaking in"; and on the stack apparently, "At the top. Only the Crawford gets there." Bill Ballard, from whose collection this comes, thinks the picture is about 60 years old. We hope some Fantail reader will send in the details on this boat, her origin, and how she came to this inglorious end.

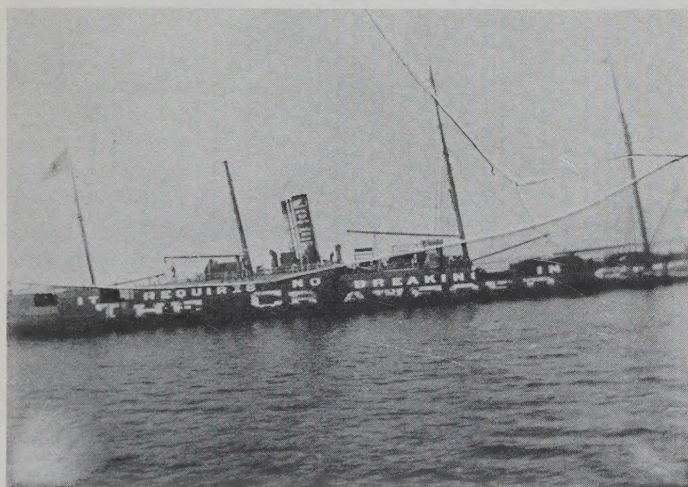
Finally, a picture of "SS ANKARA, 6,210 tons, chartered for cruises 18 and 19" in a brochure on "Swan's Hellenic Cruises... 1960" looks suspiciously like a former U. S. coastwise liner. Is she?

So the next couple of Fantail sessions should be full of comments from you Fantailers concerning mooring lines maintained at the docks instead of being carried aboard; "steamship" vs. "steamer"; N.E.SS. Co.'s steamboat school; mystery ships; and Capt. Blank's comparison of lake and coastwise engine-room signals.

Bon voyage!

-- Steamboat Bill

Mystery Picture



THE STEAMSHIP HISTORICAL SOCIETY OF AMERICA, INC.

The Steamship Historical Society of America was established in 1935 as a means of bringing together those amateur and professional historians interested in the history and development of steam navigation past and present. Incorporated in the State of Virginia in 1950 as a tax-exempt educational corporation, the Society maintains close cooperation with many museums throughout the United States and Canada, including the Peabody Museum at Salem, Mass., The New York Historical Society, and the Mariners' Museum at Newport News, Virginia.

The Society conducts many interesting activities in which all regular members can participate. They include the following:

1. **SUBSCRIPTION** to quarterly journal, STEAMBOAT BILL. This is included in dues.
2. **MEETINGS.** National meetings are held at regular intervals and usually include visits to ships, museums, etc. Actual steamship trips are included whenever possible. Society chapters, of which there are several, hold monthly meetings with similar programs.
3. **SPECIAL PUBLICATIONS.** In addition to its quarterly journal, the Society from time to time publishes reprints of scarce articles on steamboat and steamship history. These are available to members almost at cost. In 1952 the Society published a complete list of all registered and enrolled steam vessels of the U. S. from 1807 to 1868. This volume called THE LYTLE LIST is available at \$5.00. The Society in 1959 published ADVERTISEMENTS OF LOWER MISSISSIPPI RIVER STEAMBOATS, 1812-1920, a compilation by Leonard V. Huber. This alphabetically arranged volume of newspaper advertisements affords comprehensive data never before easily accessible on lines, schedules, operations, personnel, and on more than 1000 individual steamers.
4. **LIBRARY.** A new location has been acquired in the New York area at 4 Broad Street, Stapleton, Staten Island. The Society's extensive reference library is currently being moved there from the former location in Rhode Island. Announcement will be made when the Library is ready to serve our members.
5. **PHOTO BANK.** The Society possesses a file of some 10,000 photographs of steam vessels, including several unique private collections. The negative files will be brought to the new Library; cataloguing and resumption of sales to members will follow.

Anyone seriously interested in steam or other power driven vessels, past and present, is eligible to apply for membership in The Steamship Historical Society of America, Inc. Dues are in various classes, beginning at \$4.00 for Annual Members. Members of the national organization are eligible to join chapters.

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